The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS
大陸報

To-day's paper consists of 32 pages in three sections

No. 1733 VOL. V. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 丁巳年三月初九日 SHANGHAI, SUNDAY, APRIL 29, 1917 大正四年第三種郵便物認可 20 CENTS

WITH AMERICA IN, LLOYD GEORGE SAYS HE DOESN'T MIND U-BOAT WARFARE!

As Between What Submarines Sink and Uncle Sam's Help, He's Satisfied!

FAVORABLE TERMS FOR EMPIRE SAYS WAR CONFERENCE

Vote For Imperial Preference Is Unanimous, Commons Hears

NO CHANGES YET

Wait Till War Ends; Taxation On Foodstuffs Is Not Involved

(Reuter's Agency War Service)

London, April 27.—In the House of Commons, today, Mr. A. Bonar Law stated that the Imperial War Cabinet unanimously accepted the principle that each part of the Empire, having due regard to the interests of the Allies, shall give specially favorable terms and facilities to the produce and manufactures of other parts of the Empire.

Mr. R. L. Outhwaite: "How can they come to that decision when Australia is not represented?"

Mr. Bonar Law: "The members who were represented have come to this decision. It does not at present include Australia."

Mr. J. King: "Will any legislation be brought in on the matter in the near future?"

Mr. Bonar Law: "There is no intention whatever of making any change during war-time."

Mr. R. Hunt: "Does it apply to food-stuffs?"

Mr. Bonar Law: "That question has been left open. The resolution passed by the War Cabinet does not involve taxation of food."

HARGICOURT QUARRIES CAPTURED BY BRITISH

Rush Other Important Positions; French Also Successful; Inflicting Heavy Losses

(Reuter's Agency War Service)

London, April 27.—Field Marshal Sir Douglas Haig reports: The enemy unsuccessfully attacked, during the night, north-westward of St. Quentin and were driven off, after sharp fighting. We have captured the quarries on the eastern outskirts of Hargicourt. The enemy hurriedly fled.

We captured important positions in the neighborhood of the Arras to Cambrai Road and a spur between Roeux and Gavrelle.

(By wireless). A German official communique reports: On the battlefield of Arras, the activity of both artilleries increased on a wide front. We repulsed with heavy loss, after hand-to-hand fighting, an attack on both sides of the Arras to Cambrai road.

The artillery battle is developing in violence along the Aisne and in the Champagne. Our infantry gained ground and took prisoners in the region of Chemin-des-Dames.

The enemy lost eleven aeroplanes and two balloons.

Paris, April 27.—The official communique issued this afternoon reported: There has been a fairly lively artillery struggle, south of St. Quentin, in the sector of Nanteuil-la-Fosse to Sancy and in the direction of Ville-aux-Bois. During the night, the Germans attempted raids and partial attacks at various points of our front, which were easily beaten back by our machine-guns and grenadiers, with losses to the enemy, notably on the western edge of the Forest of St. Gobain, in the sector of Rheims and north-west of Auberive.

We carried out several successful minor operations in the regions of Hurtebise and Cerny, where we gained ground and took prisoners. We carried several portions of trenches in the Moronvillers Massif and occupied a *point d'appui* east of Mont-sans-Nom.

We raided the German lines in Bois Le Pretre, inflicted heavy losses on the enemy, destroyed dug-outs and brought back prisoners. We have taken 130 guns since the 16th.

S. V. C. In Fine March Past; Annual Inspection Is Held

Splendid Turnout Of Settlement's Defenders Witnessed By Large Crowd At Recreation Ground

No matter if there wasn't a General there, with cocked hat and feathers and Staff and all that, the S.V.C. annual inspection, revived yesterday afternoon, on the Race Course, after two years' abandonment, was the finest thing the Corps has done in that line yet and Civil Commandant E. C. Pearce and C. O. Major T. E. Trueman had every reason to look as pleased as they did when the men were marching off after it was all over.

For one thing, the Corps is about as strong now as it has ever been, it paraded practically at full strength and the march past was never better. As a rule, there have always been some Companies whose line has not been the nearest distance between two points; yesterday they were all beautifully straight.

The only fault that could be found was in the "slope" and, after all, one has got to make a lot of allowance for that with Volunteers. A man's hand and elbow have got to be in one precise position to have the thing perfect and, unless he is doing it every day of his life, one can hardly expect him to do it really to perfection every time.

There had been a long list of orders issued, with a war map at the end to make it extra clear, but that doesn't concern the general public, of whom there was a big crowd present. What pleased them on arrival at the ground was to see the long line of highly burnished infantry companies stretching the full length of the Polo Ground and the guns and Light Horse cavorting about, getting into trim.

And it was just about this time that one of the ponies of the Artillery performed the trick of his life. The China pony has displayed every vice horseflesh can be guilty of, but this one is a humorist.

It was a warmish day and it did look to the Mongolian exile as though there was something extra busy to do. So he lay down and to all intents and purposes died. So dead was he that they had to unlimber his team-mate and trot that gun past with but two ponies, whilst a sentry stood over the inanimate form, awaiting the arrival of the horse-hearse.

An hour or so later, the business was over and that pony, who had never blinked an eyelid all the time, bethought him of a cosy stall and eats. Accordingly, he got up on the things he ought to get up on and walked off like a lamb. Long life to that pony!

Well, the specially polished orderly bugler blew a scared "G" and all eyes turned to No. 6 tee, to discover Civil Commandant E. C. Pearce and prospective Civil Commandants A. S. P. White-Cooper, E. C. Richards, E. I. Ezra, Count Jezierski and E. White (all looking superb, in ceremonial coats and tall hats) and W. L. Merriman (looking more than usually comfortable in his baseball-umpiring rig) approaching, chaperoned by a Staff officer.

Swords did the graceful business, Major Trueman did his best to be heard all along the line—which was impossible, but no matter, because the Company Commanders knew the orders by heart—and the parade came to the "general salute." An inspection of the line completed, Mr. Pearce returned to the saluting base and the interesting part commenced, the march past.

Out here they don't give precedence to the guns, so the Light Horse led off and well they did it. The Queen's Bays at their best never came by in a better line and the Queen's Bays don't ride that untractable bit of furniture called a China pony. Honors of the day to the Light Horse—easily.

Next the guns, Artillery, Maxims and Maritimes, all splendid. After them, "A" Company led off for the infantry and set a high order for the others to beat. "B" were quite as good, but the Customs were better, their line being perfect and their "slope" grand. They have a lot of old soldiers amongst them.

The Americans and Portuguese were quite good, the Japanese a trifle loose, though they ought to have been at the top of their form, for they were the color guard. After them the Chinese, a rattling good second to the Customs—those with inside knowledge knew they would be somewhere at the top, for no Company works harder or with more zest than these young Chinese.

Next, the Shanghai Scottish. Many a time has their Captain, in the gallant hodden grey kilt and doublet of the London Scottish, passed in review in Hyde Park, before the eagle eye of grand old M'Cailean Mhor and he knows what it is to do perfect drill. The 14th London had a name for that before Messines gave them one for bayonet-fighting, but if he could have looked behind he would have seen his own men doing brawly.

Just one fault lost them pride of place on the day. Their "slope" was best of the lot, they had a grand swing—you cannot help it with the kilts—and their line was the very thing. The moment "eyes right" came, however, there was a dog's-leg on the left, which spoiled it.

The evergreens of the Reserve—whiskered, many of them—whipped in and weren't worse than the youngsters.

Next, the horse and guns came by at the trot and gallop, showing still

(Continued on Page 19)

One French Steamer Sunk In Past Week

1,916 Sail From French Ports In Safety; Five Unsuccessful Attacks Made By Subs

(Reuter's Agency War Service)

Paris, April 26.—An official communique states that, during the week ending the 22nd, 992 merchant vessels arrived at French ports and 923 sailed. One steamer over 1,600 tons was sunk and two fishing-vessels. Unsuccessful attacks were made by German submarines on five ships.

TUCHUNS WATCH PARLIAMENT

The vote favoring a declaration of war against Germany by the Military Conference at Peking will be sent to Parliament for endorsement. The Tuchuns it is understood will not leave the Capital until after its passage.

Elect Li Ching-hsi Minister Of Finance

Violently Opposed As Supporter Of Yuan Shih-k'ai; Premier Enters Debate

Reuter's Pacific Service to The China Press

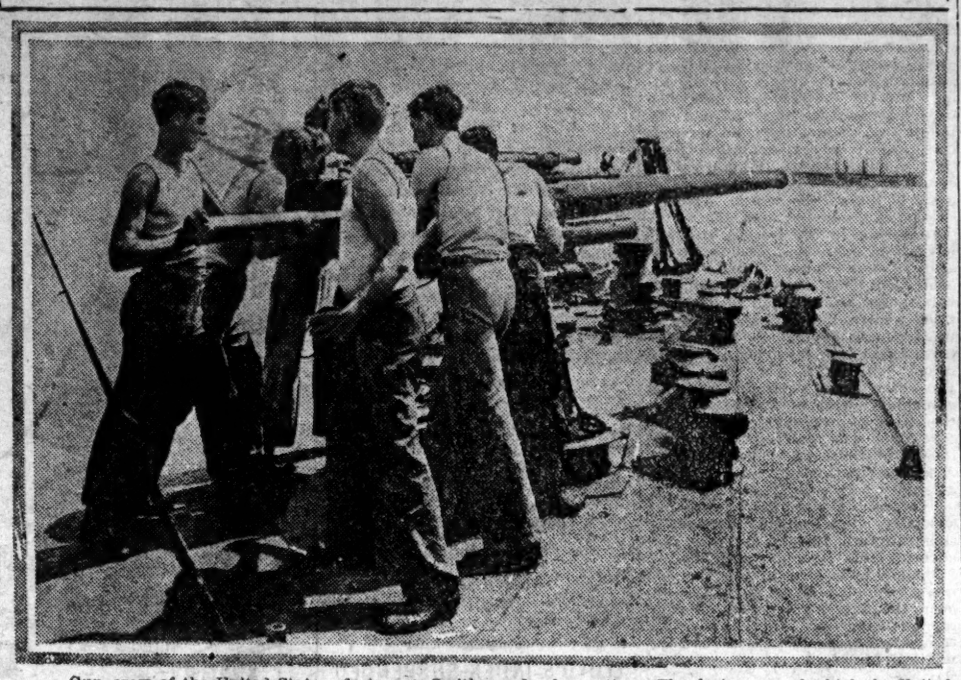
Peking, April 28.—Yesterday afternoon, the Lower House passed the nomination of Mr. Li Ching-hsi as Minister of Finance, by 260 votes to 172, after a heated debate, in which the Opposition accused Mr. Li Ching-hsi of supporting Yuan Shih-k'ai in the dissolution of Parliament in 1913, when he was chairman of the administrative conference. The Government supporters used every device possible to prevent opposition speakers being heard, clapping their hands, hissing, laughing and stamping their feet.

Premier Tuan Chi-jui personally announced the nomination and asked the members to support it, in view of the difficulty experienced in selecting a suitable candidate. After the result of the vote had been announced, the Opposition made a final effort, by declaring that the voting was doubtful and demanding a reverse of the voting, but they were unsuccessful.

No Pink Section Today; Sports On Page 19

NOTICE: Owing to the breakdown of one of our presses during the night we are compelled to omit the usual Sunday Pink Section. Fortunately there was no great run of sporting news yesterday and what there was is chronicled on Page 19 of the News Section.

Destroyer Smith, First U. S. Warship Fired On By U-Boat, Showing Her Gun Crew Ready for Action



Gun crew of the United States destroyer Smith ready for action. The destroyers, of which the United States has a great many, are the vessels that are being used to combat the submarine menace by keeping ocean lanes open and convoying American merchantmen. And these are the boys as they appear when ready "to let a hostile submarine have it." The photo was mailed to us from America late in March. Last week a cable brought news that the Smith had encountered a submarine 100 miles off New York, that the U-boat had tried to torpedo her but had missed by 30 yards.

Munition Makers In Germany On Verge Of New Strike Is Feared

Smuggled In Literature Cause Of Unrest Among Workers Says Labor Director

(Reuter's Agency War Service)

Amsterdam, April 26.—A message from Berlin states that General von Groener, Director of Labor Supply, speaking in Committee in the Reichstag, described the recent strikes as hypnotism of the masses, partly due to the inflammatory matter being smuggled in from abroad. He said that, in future, strikes would not be tolerated, but, to enable workers to voice their complaints, Labor representatives would be appointed on the food organisations.

The German papers are very anxious concerning the possibility of troubles on May 1. The Lokal Anzeiger states that incitements of munition-makers to sedition steadily continue. The Berliner Tageblatt remarks that a very dangerous game with fire is being played in Berlin.

Constitution Reform Is Hongkong Debate

Reuter's Pacific Service to The China Press

Hongkong, April 28.—A meeting has been convened for May 3 to pass the rules and regulations and elect the officers and committee of the Constitution Reform Association. The Hon. Mr. P. H. Holyoak has consented to act as chairman.

BOMBARD RAMSGATE

(Reuter's Agency War Service)

London, April 27.—The Admiralty has issued the following communique: Last night, several enemy destroyers opened fire in the direction of Ramsgate. Their fire was immediately returned and the enemy were driven off, after they had fired a large number of rounds.

Field Marshal Lord French states that a man and a woman were killed, two women injured and twenty-one dwellings and two stables damaged. A large number of the projectiles fell in open country.

YUNNANESE WANT PAY

Reuter's Pacific Service to The China Press

Canton, April 27.—Evidently the Yunnanese soldiers stranded in Kwangtung will not be willing to be disarmed unless their arrears of wages are paid in full, according to reports from a reliable source.

MINISTER OF JUSTICE ORDERS CHEN RELEASED

Court, However, Ignores Direction As Mode Of Asserting Independence

Reuter's Pacific Service to The China Press

Peking, April 28.—At the request of relatives of Dr. Chen Chin-tao, the Minister of Justice issued an order instructing the Local Court to release Dr. Chen if his detention was not essential, but the Court apparently object and, asserting their independence, ignored the order. In response to a further petition, the Minister of Justice has again issued a similar order.

Turkish Vizier In Berlin To Discuss Dardanelles Grants

(Reuter's Agency War Service)

London, April 27.—According to a telegram from The Hague, Count Reventlow says that the Grand Vizier of Turkey is visiting Berlin, in connection with a proposal to make concessions to Russia as to the Dardanelles.

TROOPSHIP BALLARAT TORPEDOED BY GERMANS

(Reuter's Agency War Service)

London, April 27.—The incoming Australian troopship Ballarat (11,120 tons, P. and O. Co.) was torpedoed by a German submarine. She had troops on board, all of whom were saved.

The men displayed splendid discipline. The vessel remained afloat for fourteen hours.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Yawata M. Apr. 30
Per N.Y.K. s.s. Kumano M. May 2
Per N.Y.K. s.s. Katori Maru May 3
Per N.Y.K. s.s. Y'shiro M. May 5
Per N.Y.K. s.s. Omi Maru..May 8
Per N.Y.K. s.s. Chikugo M. May 12
For U.S., Canada, and Europe:—
Per T.K.K. s.s. Korea Maru May 3
Per N.Y.K. s.s. Awa Maru..May 5
For Europe:—
Per N.Y.K. s.s. Hirano Maru May 1
Per N.Y.K. s.s. Fushimi M. May 5

The American mail is due here on or about May 5, per P.M. s.s. Venezuela.

No Separate Peace With Germany, Is Assurance Of Wilson

President Tells Balfour Stand Of U. S.; Mexicans Warned By United States

(Reuter's Agency War Service)

London, April 27.—The Washington correspondent of the Morning Post cables that President Wilson has assured Mr. Balfour that the United States will not conclude a separate peace with Germany.

Washington, April 26.—The State Department learns officially that the Mexican Government warns Germans in Mexico that any concentration of them near the border will result in their arrest.

EMPRESS OF RUSSIA IN WITH MANY PASSENGERS

Captain Dollar, T. C. White And Other S'hai Residents Arrive On Canadian Pacific Liner

With a large passenger list for Shanghai the Canadian Pacific steamer Empress of Russia arrived last evening from Vancouver. The launch got in to the wharf at nine o'clock.

Among the passengers were Captain and Mrs. Robert Dollar and Mr. and Mrs. John Harold Dollar, Mr. and Mrs. T. C. White and their son also were on board. Mr. V. Meyer of Andersen, Meyer, who is returning from America, stopped off in Yokohama for a short rest before coming to Shanghai.

A touch of excitement was lent the voyage by the report, issued the night before the ship's departure from Vancouver, that submarines were at large on the Pacific. The report, however, was denied the day after the ship left port.

British Munitions Factory Explosion

(Reuter's Agency War Service)

London, April 27.—The Press Bureau announces that a fire and a small explosion occurred in a munitions factory in the north of England, this morning. One person was killed and four injured.

DOESN'T MINIMISE GRAVITY OF CRISIS, BUT IS OPTIMISTIC

Premier Declares Victory Is Becoming Increasingly Assured

BIGGEST PROBLEM

Admits Undersea Warfare Is Germany's Strongest Weapon

UNITY OF ALLIES

Their Best Brains Now Being Applied To Problem

(Reuter's Agency War Service)

London, April 27.—There was a distinguished assemblage at the Guildhall, today, on the occasion of the presentation of the freedom of the City to Mr. David Lloyd George. All the representatives of the Dominions and India were present and also Earl Curzon, Lord Milner, Mr. Arthur Henderson, numerous Peers and members of the House of Commons.

The Premier, who had a great reception on rising to speak, said: "We shall never forget the days of financial panic at the beginning of the war, but British credit survived it, despite many predictions to the contrary."

Referring to the original army, he said: "I remember the dark and dreary days when our gallant fellows in their shattered trenches had night and day to endure the mockery and scoffing of the Germans. How they stood! The way in which British infantry stood the guns of Napoleon for one day is one of the epics of military history. Their descendants stood greater guns for days, nights, weeks, months and never flinched!

World's Greatest Story

"It was the greatest story in the history of the world. They were never broken and only those who met and talked with them can realise what they did. The story will never die!

"Our gratitude is due to the brave little man who led them through all those trying months and never lost heart—Lord French. When I took the job to organise the resources of Britain, I did it in order to give those brave men a real chance to fight and, thank God, they've got it—thanks to the efforts of manufacturers and workmen and, don't let us forget, women, who, by the hundred thousand, have flocked to the factories and asked what they could do to help their gallant kinsmen in the field. They have done all they could and the story now is a very different one."

The Premier emphasised the growing superiority of the British over the Germans. Up to June, 1915, he said, they had lost 84 guns and a considerable number of prisoners. Since then, they had not lost a single gun and had captured 400, while they had taken ten German prisoners for every Britisher the Germans had taken.

Vimy Ridge, with 200 guns, was captured with a fifth of the loss sustained by Sir John French at Loos in the early days, when they had inferior equipment. All this meant ultimate victory at less cost. The Germans knew that, hence their despair, which had resulted in black piracy.

Victory Increasingly Assured

"Our victory is becoming increasingly assured. Submarinism is the worst problem we have to meet and we mean to do it. Germany means to make the seas absolutely impassable for any craft; that is essential to victory for them.

"It is essential to victory for us that they should fail. Don't let us minimise the gravity of the situation. Unless we appreciate it, we cannot meet it.

"This problem has worried us for at least two and a half years. At

first, the Germans themselves did not realise the potency of the weapon. Later, they concentrated on building submarines.

"Since the Germans determined to sink all craft indiscriminately, they have sunk more ships, but they have brought America in. I am perfectly satisfied with the balance. America at length saw that it was useless waving a neutral flag in the face of a shark.

"The best brains of the Allies are applied to the submarine problem. It would be unwise to say more at present, but, believe me, we are concentrating on this problem. I have never seen an insoluble human problem and I do not believe this is an exception."

Mr. Lloyd George then outlined the steps taken by Government departments to deal with the food problem. He said that farmers were now cultivating ten per cent more land than before the war. The farmer had been given guarantees and so had his laborers and, after the feverish activity of the last few months, they had a million acres of fresh land under cultivation, meaning an addition of two million tons of food.

Not Taking Chances

He continued: "I am not going to say that the war will continue through 1918, but we must take no chances. We have taken far too many.

If a German knows that, by holding out until the end of 1918, he can win by starving us, he will hold out, but he also knows that, the longer he holds out, the worse it will be for him. Hence, peace might come much earlier.

"We are taking steps now for the harvest in 1918 and not a minute too soon. Three million fresh acres of land are being put into cultivation and, even without a ton of food being brought from abroad, no-one can starve us.

"But all must help. You have your rations. Keep to them. The kitchen must help as well as the workshop and the trenches.

"If these steps for cultivation had been taken a year or eighteen months ago, we should have had no danger about food now. We might not have had enough wheat, but there would have been cereals. Oats and barley are very good food. I was brought up on them."

Turning to shipping, Mr. Lloyd George said that the cutting down of imports last year was not adequate enough. In addition to the saving of a million and a half tons last year, new arrangements were now working to stop an additional six million tons of imports. Arrangements were being made whereby, ultimately, imports would be cut down by over ten million tons a year, without interfering with any essential industry.

"Furthermore, we are going to save all timber and we are making arrangements by means of which we can get most of our minerals worked in mines in Great Britain. We shall be getting four million tons of ore, in addition to what we are getting now out of this country, by August next and our blast-furnaces will be adapted for that purpose.

"Do you know what ten million tons of imports mean? If this had been saved a year ago, there would now have been a year's supply of wheat stored in this country.

"There are 85,000,000 bushels of wheat in Canada. I will not say for the asking, but for the fetching. It ought to have been here. I believe about twenty or thirty million bushels of it had to go to the United States, for lack of other markets.

"We must cut down our food until we discover a method of destroying this ocean bacillus. That is one thing that has got to be done, but not all. We are building ships. The Shipping Controller has already made arrangements by means of which we get three times, possibly four times, as many new ships in 1917 as last year. He has also brought practically the whole shipping of the country for the first time under complete control and requisition.

"That means that the ships of this country are going to be concentrated henceforth upon the essential and vital trade of the country. The Shipping Controller has so concentrated and arranged traffic that, although we are losing heavily in ships and assuming that we still continue to lose at the same rate, in July we shall bring more cargo-tonnage into our ports than in March last.

"The Germans thought we were done, but they didn't know the race they were dealing with. When pressure is brought to bear on this old country, it somehow or other wins through and it is going to do it this time, by the means I have mentioned.

"I have no hesitation, after daily investigating the Government reports and looking at the whole thing in its worst, as well as its best aspects, in saying that, if the program is carried out, which means that everybody in the country does his duty, the German submarine campaign is beaten. But the public must stick to their rations, farmers and laborers must cultivate the land and the workmen in the ship-yards and manufacturers must do their best to increase the supply of ships. If we carry out all those things faithfully, we can defy the very worst."

Mr. Lloyd George proceeded to say that he had dealt at length with this submarine question, because it had undoubtedly drawn a great deal of attention and the figures were alarming, but the Government published them all, because they wanted the public to know that the present Government concealed nothing from the public. "Great Britain is a country you don't get the best out of until it knows the worst. That is true of any country with grit."

Referring to the lessons the war has taught financiers, manufacturers, soldiers and sailors, the Premier continued: "This great world convulsion has altered their ideas about trade and the pursuits and future of this country depend on how much politicians have learned. I have heard politicians who think that, when the war is over, the same old machinery will be re-established, the same old methods applied.

"People who don't know politicians think them wild revolutionaries. A wild revolutionary is the most reactionary person in the world.

"Before the war, there were five absolutely independent Parties in this country. People are now discovering that none of these had a monopoly of wisdom or was the sole repository of political sagacity—not even the five put together. People are realising that there are more things in heaven and earth than the political philosophy of any of these Parties.

"That is one of the revelations we have seen in the lurid fires of war. When, after the war, reconstruction begins, I hope and trust we are not going to dive into the pigeon-holes of any Party for dust-laden precedents and programs. Let us think out the best methods for ourselves, in face of the searching facts of which we knew nothing before the war.

"We are a thousand years older and wiser since the war. The experience of generations has been crowded into just a few winters and we should be unworthy of the great destiny to which Providence has called this generation if we threw away all that for the sake of formulas framed before the flood.

"There is no part of the sphere of statesmanship in which there is greater need for revised ideas than our attitude towards the great Commonwealth of nations known as the British Empire. In the past, we treated it as an abstraction, a glorious abstraction, but still an abstraction. The war has shown us all that the Empire is a fact, nay, a factor, a very potent factor today in the struggle for human liberty.

"We sent a hundred thousand men to France in August, 1914. They turned the tide of history. The Dominions and India have contributed a million men. That has transformed our ideas regarding the reality and beneficence of the British Empire.

"The world cannot afford to let it be broken, but the choice must be between immediate concentration and ultimate dissolution. Things cannot remain where they were.

"It may be said that the shadowy character of the relations between us, the Dominions and the great territories of the East have produced this real cohesion. That was all very well before they made great sacrifices. They have now established claims to real partnership.

"Henceforth, effective consultation must be the only basis for co-operation. If our action brings them into trouble, as it has and it costs them millions of precious lives, they must henceforth be consulted before we act. Methods must be carefully considered.

"A great war is not the best time for thinking out, perhaps, new constitutions, but our Councils of our Empire must be a reality. The Imperial War Cabinet has been a demonstration of the value of this Council. Our colleagues from the Dominions and from India have not taken part in a formal conference. They have had a real share in our counsels and our decisions and have been a great source of strength and wisdom to our deliberations.

"They come here with fresh minds, having viewed the world conflict from different peaks. Minds running in the same course for a long time are apt to get in a rut. The more weighty the minds the deeper the ruts.

"You require fresh minds to lift the cart out of the worn furrows and we have had such minds. We have had war-decisions of a most far-reaching character, in which our colleagues from over-seas have assisted us.

"Great problems regarding submarines and the shipping of food, as well as military decisions, have all been reviewed at the councils in which they participated, but we must do more."

LLOYD'S INDEX SUSPENDED

(Reuter's Agency War Service)

London, April 27.—The issue of Lloyd's Weekly Index has been suspended.

TANAKA TO CHINA

Reuter's Pacific Service to The China Press

Tokio, April 27.—General Tanaka, the Vice-Chief of the General Staff, starts on May 1 for Tsingtao, on a visit of investigation. He then visits Shanghai and Hankow, via Tsinanfu and then Peking, Tientsin and Mukden, spending two months on the trip. He is accompanied by Major Sato.

TURKS IN RETREAT

(Reuter's Agency War Service)

London, April 27.—An official despatch from Mesopotamia reports: On Tuesday night, the 13th Turkish Army Corps hastily retreated up both banks of the Shatt-el-Adhaim, towards the Jebel Hebrin Hills, where they are entrenching. Thus, the second attempt to interfere with General Maude's operations against the 18th Army Corps has failed.

Mr. Husband and Mrs. Wife—

What does the word

HOME-OWNER

stand for?

It denotes

AMBITION

It indicates

ACHIEVEMENT

It implies

STABILITY

Does this apply to you?

We have justcompleted three beautiful HOMES on Yu Yuen Road—

COSILY ARRANGED

ARTISTICALLY DESIGNED, SUBSTANTIALLY BUILT

These houses are now open for inspection. Why not call at our office for further particulars? We shall be pleased to take you out to see them.

CHINA REALTY CO., LTD.

39 Nanking Road.

LANE, CRAWFORD & CO., LTD.

SUMMER CURTAINS

Bordered Casement Cloths

LACE CURTAINS

LACE CURTAINS

3, 3½ & 4 yds. long

COLOURED MADRAS MUSLINS

Furnishing Dept. Phone 960

LANE, CRAWFORD & CO., LTD.

8 BUICK CARS

(THE ECONOMICAL GASOLINE CONSUMPTION CAR)

Arrived by s. s. Justin

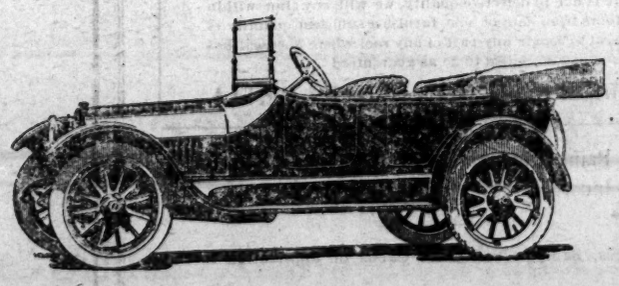
on Thursday

FOUR are already sold!

COME IN A HURRY

OR YOU WILL BE TOO LATE!

PHONE
WEST 1234



PHONE
WEST 1234

H. S. Honigsberg & Co., Inc.

Buick

Here Are The Winning Numbers In The Sin Hua Premium Drawing

Peking, April 26.—The third drawing of prizes for the Sin Hua Premium Bonds took place at the Temple of Agriculture yesterday. Thousands of interested people witnessed the proceedings throughout the day. The entire process, which lasted from 6 a.m. to nearly 8, was carried out under the supervision of two government Auditors, who are officials of the Ministry of Finance, the Chairman of the Chamber of Commerce and representatives of the various agents from the provinces. The balls bearing the numbers of undrawn bonds were first poured into ten brass spheres, turned by the police. Boys from the Peking Orphanage in rolled up and tied sleeves picked up the balls dropped from the spheres, which were handed to older boys who read out the numbers aloud to the spectators.

When the necessary number of balls had been thus drawn out for all the winning prizes, they were placed in a large sphere while the balls bearing the numbers of prizes were placed in another. The two were then turned and the number which fell out at the same time with the number of prizes wins that prize. A large number of spectators, who were admitted on tickets, were given refreshments. Express announcements were issued for the larger prizes on the ground. The balls drawn and the brass spheres used are being exposed in full view to the general public.

It was necessary to use one of the two reserve spheres because the crank of one of the regular spheres broke while turning. The process of changing the sphere was done under the personal attention of the Auditors with the general public watching. The following are the numbers of the larger prizes. It is reported that the first prize was sold in Manchuria, the 2nd prize in Kwangtung, the 3rd prize in Anhui, the 4th prize in Peking (or Tientsin) and the 5th prize in Chekiang. The news of the larger prizes was rushed by wire to the provinces:

First prize	0910915
Second prize	0322284
Third prize	0481444
4th prize	0909574
5th prize	0754729
6th prizes	0758642
	0839562
7th prizes	0235878
	0529138
	0542349
	0302667
	0087481
	0042451
8th prizes	0350250
	0429321
	0406542
	0325829
	0184299
	0159736
	0701095
	0554881
	0186283
	0718559
	0576057
	0114184
	0249359
	0655406
	0448808
	0824641
	0300487
	0260149
	0922212
	0159044
	0386631
	0846907
	0104570
	0332349

News Brevities

Tomorrow afternoon at 5.30 o'clock Captain Schmitt, Chief of the French Municipal Police, will address a meeting of the Alliance Francaise, at 247 Avenue Joffre on "Alsace and Lorraine from the time of its annexation to the present day." Captain Schmitt is a native of Lorraine.

* * *

With a northerly wind blowing, a refrigerator is a cold subject for contemplation. Any day now, however, the temperature may be expected to run well into the 80's, and thus it is by no means too soon to drop into Weeks and Co., and inspect their "White Frost" sanitary refrigerators, which are a great advance on anything that has previously been offered to thrifty housewives.

* * *

The biggest shipment of motor-cars that has ever been made to Shanghai is due to arrive here on May 23 by the s.s. Chicago Maru, when Messrs. H. S. Honigsberg and Co., Inc., will receive no less than 50 machines, namely, 30 Buick roadsters and touring cars (4's and 6's), 10 Studebaker roadsters and touring cars (4's and 6's), and 10 Roamer 6's.

* * *

Mr. F. R. Vida is sailing for Australia on May 10. It will be remembered that Mrs. Vida died about two months ago, and Mr. Vida is now taking her two children to Australia with the intention of placing them in school.

* * *

Winter is over and the hot weather is approaching, and thus Messrs. Lane, Crawford and Co. are making a seasonable display of summer curtains, bordered casement cloths and colored Madras muslins. A large variety of patterns and all sizes are kept in stock.

* * *

The Great Northern Telegraph Co. announces that there is a heavy delay on code telegrams to Europe.

* * *

The annual general meeting of the shareholders of the Chemor United Rubber Co., Ltd., will be held at 13 Nanking Road tomorrow at 3.40 p.m.

* * *

The Sikh murder case from Nanking will be tried in H. M. Supreme Court tomorrow.

Pastor A.G. Daniells To Lecture on The World War And Armageddon

Doubtless the advertisement appearing in our issues of yesterday and today, calling attention to the lecture to be given by Pastor Arthur G. Daniells, of Washington, D.C., U.S.A., in the Masonic Hall, at 9 o'clock tonight and Monday night, has been read with interest by all. His subject: "The World War: The Century Old Eastern Question and the Armageddon of the Scriptures," is one of universal interest.

Mr. Daniells has traveled extensively for many years over the countries of Europe now engaged in the war, and has given close study to many problems connected with the conflict now raging. His lectures on this subject have attracted immense crowds during the past year in some of the largest cities of the United States and Canada. In his presentation of the problems involved, he seeks to appeal to the calm, dispassionate judgment of his hearers, rather than to the emotions, although the subject is so filled with present-day interest that one can scarcely consider it seriously without being profoundly stirred.

Mr. Daniells is now closing a tour of the principal cities of Eastern Asia. He has recently visited Manila, Hongkong, Tokio, Seoul, Mukden, Hankow and Nanking, and is booked to return to America by the Korea Maru, which sails from Shanghai on May 2. During his visit to the Far East he has been alert to study conditions as he now finds them as related to the great world conflict, and his observations will be given to those who hear him at Masonic Hall.

Admission to the lecture is free, but all proceeds from the offering taken, above actual expenses, will be devoted to the Allied Red Cross Funds. From the interest heretofore manifested by the citizens of Shanghai, in the particular phase of the subject which Mr. Daniells will discuss, we bespeak for him a large, attentive, appreciative audience of intelligent people.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for April 27 was 81 tons."

His Clothing Makes Dr. Finley 'Waiter'

'What Do You Mean By Being Late? You're Canned!' Hotel Boss Says

Albany, March 23.—Dr. John E. Finley, State Commissioner of Education, was to speak at a banquet in Keeler's Hotel last evening. It was 9 o'clock when he arrived at the hotel. He inquired of a young woman cashier the route to the banquet hall, went up the wrong stairs and walked into a serving room where twoscore waiters were busy.

The head waiter turned on Dr. Finley angrily and in a loud voice demanded:

"What do you mean by showing up here two hours late for work? You're canned!"

Dr. Finely replied, "All right, I'll get out."

Finding his way to the banquet hall, Dr. Finley drew the biggest laugh of the evening when he recited the story of how he had been mistaken for a waiter. In the mail today Dr. Finley received this letter:

"You tried to enter the banquet hall by way of the employee's stairs. My mistake was due to your evening attire. The young lady you inquired your way of believes with Carlyle, that 'clothes make the man.' Therefore she directed you to the waiters' entrance. I am sending you this explanation because I feel you will appreciate the episode as one of those after-dinner stories that really occur. (Signed) HEAD WAITER."

PRESS SNUBS HELFFERICH

Berlin Editors Omit Speech 'Owing to Scarcity of Paper'

London, March 23.—A quarrel between Dr. Karl Helfferich, the German Secretary of the Interior, and the Berlin newspapers over the Government's distribution of print paper has been brought to the attention of the public by the refusal of the newspapers at the German capital, except the Socialist newspaper Vorwaerts, to print the speech delivered by Dr. Helfferich in the recent budget debate, according to a Berlin despatch forwarded by Reuter's Amsterdam correspondent.

The newspapers declared they were unable to print the Secretary's speech owing to the scarcity of paper. In a formal report of the Reichstag proceedings in the various journals there appeared this passage:

"The Secretary of State Helfferich made a long speech, the reproduction of which we must suppress, in accord with other great Berlin newspapers, owing to the scarcity of paper."

The attention of the Reichstag was called today to the action of the newspapers by one of the members, continues the despatch. In reply Dr. Helfferich is quoted as saying:

"The Paper Distribution Board, which supplies all papers at reasonable prices, does not work illiberally, and has even allowed a supply beyond the allotted quantity.

"A fortnight ago a number of the Berlin newspapers, among them those which did not publish my speech, made certain requests regarding the paper supply in a petition to the Imperial Chancellor. The reply thereto was to have been submitted to the Chancellor this morning, when this notice appeared in the newspapers. However, the petition will be decided independently of their action regarding my speech."

N. Y. K. SEEKS INCREASE

Asks Government's Permission to Raise Freight Rates to Australia

The Nippon Yusen Kaisha has filed a petition, it is learned, with the Department of Communitions, asking permission to raise the freight rates on the Australian routes. It is understood that this petition will be sanctioned by the Government. The probable rate of increase is 20 per cent over the present figures, beginning from the middle of May or the first of June.

Pawnee Smoking Mixture

THE NEAT RED BAG ANSWERS FOR A POUCH.

Westminster Tobacco Co., Ltd.

If Your

RACKET

requires

RESTRINGING

we can do it better, more quickly, and more satisfactorily than other people.

SQUIRES BINGHAM CO.

"The Store of Quality"

SCIENTIFIC EYE-TESTING

Precise Duplicating Fine Repairing

ACCURATE LENS GRINDING

Toric and Krypton Lenses, Sun-glasses, Protection Goggles & Everything Optical

Special rate to Doctor's prescriptions

CHINESE OPTICAL COMPANY

P 352 Nanking Road, cor. Lloyd Road

Branches: Peking, Tientsin, Hankow, Changsha, Hangchow

TROPICAL

PAINT & ENAMEL

SPECIALITIES OF SCIENTIFIC RELIABILITY

TOCOSEAL

A Cement Composition in Plastic form for putting Over Tin, Metal, Concrete, Gravel, Sheeting or Felt Roofs that are Leaking

GUARANTEE

When applied according to our specifications we guarantee Tocoseal will make a roof water-proof for a period of ten years. In the event of Tocoseal failing to do this and such failure is due to defective quality, we will, any time within ten years from date of sale, furnish a sufficient quantity of Tocoseal to repair any part of any roof where Tocoseal has failed to do as guaranteed

The Tropical Paint & Oil Company. Cleveland, Ohio, U.S.A.

Our Paint Department can be consulted on individual conditions free of charge.

Prices, Samples and Color Cards on application to

CHINESE - AMERICAN CO.

Tel. 1971 PAINT DEPARTMENT Tel. 1971

1A JINKEE ROAD, SHANGHAI

Sole Agents in China for

The Tropical Paint & Oil Co.

Cleveland, Ohio, U. S. A.

Refracting and Manufacturing

Dr. John Goddard Optician

Toric Lenses

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.

36 Nanking Road, Tel. 1928

WHITE FROST SANITARY REFRIGERATORS

Germ-Proof Revolving Shelves

Removable Fittings Easily Cleaned

Most sanitary refrigerators made

ALL METAL AND ENAMELLED WHITE. STOCKED IN FOUR SIZES

$110.00: $135.00: $160.00: $175.00

WITH THE APPROACH OF WARM WEATHER

every household should begin using a refrigerator. There isn't a single member of the family who will not profit by the use of it.

One case of sickness in the household will buy a stock of refrigerators. The cost is so much cheaper in the long run that it is poor economy to be without one.

People who use refrigerators could not be persuaded to keep house without one. The added delight accruing from keeping vegetables crisp and appetizing at all times is only possible through refrigeration.

WEEKS AND COMPANY, LTD.

SHANGHAI and HANKOW

THE WORLD WAR?

ITS RELATION TO THE CENTURY-OLD EASTERN QUESTION AND THE ARMAGEDDON OF THE SCRIPTURES

Why are the Great Nations of the World gripped in this Titanic Struggle? Of what is it the prelude—Peace, or a more colossal Armageddon?

To be discussed by **Mr. Arthur G. Daniells, of Washington, D. C., U.S.A.**

in

TWO LECTURES

at the

MASONIC HALL

Sunday and Monday Nights

at 9 o'clock

ADMISSION FREE

An Offering to be taken. All proceeds above expenses to be given to Allied Red Cross Funds.

APOLLO THEATRE

Programme for April 30th, May 1st, 2nd and 3rd.

"WHO'S GUILTY?"

Featuring

ANNA NILSSON

and

TOM MOORE

A SCENE FROM "WHO'S GUILTY?" CHAPTER No. 5 (PATHE)

PARENTS SHOULD HESITATE BEFORE THEY INTERFERE WITH THE MATRIMONIAL AFFAIRS OF THEIR CHILDREN

SYNOPSIS

AFTER their marriage, Tom Carter and his young wife, Leila, leave for the mining camp of which he is the owner. But the luck is against him and no metal is struck. Leila is dissatisfied with her surroundings, and later, when her parents make the trip to visit her, they urge her to come home for a while. She does and meets Halsey Brent, a former sweetheart, who has become rich. Leila's mother would like to see her wed Halsey and writes to Tom urging him to give the girl he freedom. But Tom has struck it rich and hurries to the home of his mother-in-law, where Leila is staying. He finds her denouncing Brent for buying some mining stock from her which she throught to be worthless, when he had sent a mining engineer up to the property and learned that it was a paying proposition. Tom attacks Brent and in the scuffle, Leila is thrown backwards down the stairs. All hands rush to her aid, but find her—dead.

"WHO'S GUILTY?"

Fourteen Powerful Stories by MRS. WILSON WOODROW have been put into Fourteen Gripping Photodramas, based upon Social Errors in Society, that will hold you from start to finish. Each story is complete in itself.

TOMORROW NIGHT

Showing the 5th and 6th Stories of the Series, Entitled:

"SOLD OUT" AND "SOWING THE WIND"

In Four Reels

PATHE'S BRITISH, FRENCH AND AMERICAN GAZETTES

depicting all the principal events.

"SADIE, THE DIAMOND BITER"

A laughable comedy

"THE CASH GIRL LOVERS"

Lonesome Luke comedy.

SCENE FROM "WHO'S GUILTY?" CHAPTER NO. 6 (PATHE).

DON'T SERVE ON A JURY UNTIL YOU SEE "SOWING THE WIND" CIRCUMSTANTIAL EVIDENCE DOES NOT ALWAYS TELL YOU "WHO'S GUILTY."

SYNOPSIS

HUGH and Henry Scott, brothers, are both in love with the same girl, Marjorie Turnbull; and are in the employ of her father. Hugh is a harum-scarum type of man and appeals to Marjorie more than does Henry, who is more serious and dignified. Hugh and Marjorie are secretly married, and the same day old Turnbull discovers the oss of some valuable papers. Suspicion points to Hugh, and he arranges things in such a way that it appears that he has committed suicide. Marjorie and Henry, believing Hugh to be dead, are married, and later the papers are found where they had fallen, behind an old desk. Old Turnbull rushes to tell Henry of the find. Hugh has come back and, enraged at learning the truth, attempts to shoot his brother. Only the timely presence of Turnbull averts a tragedy. But four people are forced into a life that will always be overcast by the shadow of remorse.

"WHO'S GUILTY?"

H. M. GOVERNMENT TOUR

SOLE DIRECTOR

MAURICE E. BANDMAN

The Greatest Film in History

"The Battle of the Somme"

AND

"H. M. THE KING ON THE SOMME BATTLEFIELD"

Official Pictures of the British Army in France, taken by special arrangement with the War Office and under their direction

will be shown at the

APOLLO THEATRE

on May 10th, 11th, 12th and 13th.

Prices of admission: Boxes $15; $3.00, $2.00, $1.00: Booking will open at Robinson Piano Co., Ltd. on May 2nd.

N.B.—A third of the gross receipts will be sent to the British Government for War Charities

NAVY LEAGUE PLANS TO RECRUIT 100,000

Will Raise $2,000,000 To Start Fund For Their Dependents

HOW CANADA 'DID HER BIT'

Sir Herbert Ames Tells Of Raising 400,000 Men And $21,000,000 for Families

New York, March 28.—The Navy League of the United States yesterday formally launched its campaign to recruit 100,000 men for the naval forces of the Government and to raise a war relief fund for the maintenance of the dependents of the volunteers. Sir Herbert B. Ames and Commodore Aemilius Jarvis, who have had charge of such work in Canada, are in this country at the invitation of the league to give Americans the benefit of their experience. They spoke yesterday at a Navy League luncheon at the Bankers' Club and at a national service meeting held under the league's auspices at the Waldorf-Astoria last night.

At the luncheon members of the league promised they would get to work without delay. Colonel Robert M. Thompson, President of the league, said he was sure the war relief fund could be started with $2,000,000 raised from 110 men—$100,000 from each of ten men and $10,000 from each of 100 men. He added that the league itself would meet the administrative expenses of raising and disbursing the fund.

It was announced that the league had reported to the Navy Department for duty and had been commissioned to recruit for the naval service, raise the war relief fund, furnish articles of clothing and equipment for the naval forces, and procure enrollments in the Naval Reserve. In raising and distributing the relief fund, it was stated, the league will work in harmony, and to an extent co-operate, with the American Red Cross.

Sir Herbert Ames told how Canada had raised an army of 400,000 men and $21,000,000, with $14,000,000 pledged in addition for the support of their dependents.

"No country was more unprepared for war in the Summer of 1914 than was Canada," he said. "Our navy consisted of two training ships, our army of 5,000 men, and our militia was considered more or less of a joke. We have paid severely for our unpreparedness, but have recruited an army of 400,000 men, of whom about 300,000 have been sent overseas. Of the remainder, 50,000 are physically fit and ready to go, and 50,000 were found unfit for work at the front.

Estimating the population of Canada at 8,000,000 and that of the United States as thirteen times as great, if your country had made a parallel effort in the two and a half years in which we have been working you would have raised an army of more than 5,000,000 men, of whom 4,000,000 would have been sent overseas. Canada has raised $525,000,000 for the war, part of which has been spent by the Dominion and part of which has been loaned to the British Government. In addition to this, the Parliament just adjourned has appropriated $500,000,000, making a total of $925,000,000. If the United States had paralleled Canada's effort you would have raised $12,000,000,000.

"As soon as we began to raise our army we found ourselves confronted with the problem of the caring for the wives and other dependents. The Government pay each soldier $33 a month and grants a separate allowance of $20 a month to a soldier's wife or widowed mother. Also each soldier makes an assignment of $15 a month out of his salary to his dependents. Thus the family of a soldier receives $35 a month.

"Something had to be done to provide for those families which were unable to live on $35 a month. Through organised effort we have been able to make sure that not one soldier's wife need suffer because her husband has enlisted. We are now spending out of this patriotic fund about $1,000,000 a month and caring for between 50,000 and 60,000 families.

"Every one in Canada is taking a pride in doing his bit to help. Thousands of Canadians are proudly wearing one of our pins, which bears this inscription: 'I am keeping my man at the front'—and it costs $20 a month to wear that pin."

Colonel Thompson said the pay of men in the navy was 70 cents a day, and Congress should provide a separation allowance such as Canada does. He was sure, however, that a large fund would be necessary to guarantee to each man that his dependents would be provided for, and he announced the Navy League's intention of raising such a fund.

"I don't like to speak of friction," said Colonel Thompson, "but I must say that a little friction has developed between the league and some of the smaller people in the Red Cross, who feel that we are encroaching on their territory. I wish to say positively that the heads of the Red Cross are in entire harmony with us, and the two organisations are working in harmony."

Commodore Jarvis, who has been commissioned by the Canadian Government to raise 5,000 men for service in the British Navy, told how, by organising the most patriotic men in each community, using 3,000 banks as depositories for reading matter and recruiting centers, enlisting the co-operation of the churches and moving picture theaters, and conducting a vigorous follow-up campaign by speakers, his organisation had obtained more than 4,000 volunteers since last November, of whom 2,000 had passed the severe physical test for service.

Among those present at the luncheon were: Perry Belmont, G. Elder Adams, William G. McAdoo, Sidney Ballou, K. M. Bennett, E. A. Bennett, M. N. Brickner, S. B. Chapin, Charles G. Curtis, Warren Delano, W. B. Duncan, H. Fahnestock, Rear Admiral Fiske, S. R. Guggenheim, William Guggenheim, Walter Jennings, Adolph Lewishon, Howard W. Maxwell, Joseph Osler, George H. Peet, Stephen Poll, Captain Charles L. Poor, Ogden Mills Reid, Theodore Rousseau, Herbert L. Satterlee, Mortimer L. Schiff, Herbert A. Sherman, George L. Sheldon, F. K. Sturgis, J. F. Tams, J. S. Tichmor, and William Ziegler, Jr.

GOELET GIVES $250,000 TO HARJES AMBULANCE

Fund Will Equip Two Sections For American Corps, In French Army

New York, March 28.—Robert W. Goelet donated $250,000 yesterday for the establishment and equipment of two additional ambulance sections of the Harjes-Norton American Ambulance Corps, which at present consists of three sections with a total of approximately 75 cars and 120 men, operating with the French army. Mr. Goelet also announced his intention to furnish funds necessary for the maintenance of the two new sections until the end of the war.

The Harjes-Norton ambulance corps is distinct from the larger organisation known as the American Ambulance Field Service. The first and second sections were organised at the beginning of the war by Richard Norton, formerly of Boston, and Henry H. Harjes of Morgan, Harjes and Co., Paris. In September the two sections were combined. At the request of the French Government a third section was added on the first of the year. As a mark of appreciation of their work, the Government bestowed the French War Cross on Norton, Harjes, and several of their assistants, and they were mentioned in the war orders of February 8.

Eliot Norton of 2 Rector Street, brother of the head of the corps, to whom Mr. Goelet announced his gift, said the two new sections would also consist exclusively of Americans. Each car will require two chauffeurs, and will operate from field dressing stations or base hospitals. The men serve for a minimum period of six months and several have been wounded in their work. Eliot Norton will recruit those needed for the new sections, each of which will have twenty to twenty-five autos and forty to fifty men.

Some of the well-known men serving with Harjes and Norton are Frederick Havemeyer, W. D. Clyde, John Philips, H. H. Hollinshed, and H. C. E. Hosmer, who is a member of the New York Stock Exchange; Howard Twombly, and Captain John Briggs of Boston, who is known as the former commander of racing yachts; K. Caner, a former Harvard football player, and Edward Guy, who was center rush of the Washington and Jefferson football team.

Richard Norton is a well-known educator, who was born in Dresden, Germany, in 1872. He is a graduate of Harvard University, where his father, Charles Eliot Norton, was Professor of History of the Fine Arts. Richard Norton studied afterward in Germany and at the American School of Classical Studies at Athens. He was a Director of the American School of Archaeology at Rome and was representative of the Boston Museum of Fine Arts. Mr. Norton visited Asia for archaeological investigation in 1903, and Cyrenaica in 1904.

46 FIGHT 800 FOR 7 DAYS

Force of British Finally Captured by Germans in East Africa

Cape Town, February 15.—Among the stories of heroism that come in from the East African front in letters home, the following told by Sapper J. Kearnsey of Johannesburg is characteristic of the spirit of the troops. It relates how a wireless telegraph detachment of forty-six men, to which he was assigned, was cut off and captured after a siege lasting seven days by a German force of 800, which having retreated from Tabora, on the Central Railroad, when the Belgians appoached that town, was trying to break through the British lines south of Iranga. The detachment, which included four telegraph operators, had been sent ahead from one of General Northey's columns to establish a post at Ingominyi. It was under command of Captain Clarke of the King's African Rifles, and had two small field guns.

On the approach of the Germans, the detachment took up a defensive position among the hills near a great swamp. The next morning early the pickets were driven in and the enemy opened fire with a machine gun at 1,000 yards.

"We did not wait to argue," writes Kearnsey, "but doubled to a hill to the west, leaving a few men with the wireless outfit. The Germans tried to get to the long grass in the swamp, but with one of our guns we put five shrapnel into them, killing about a dozen and blowing up their Maxim.

"A minute later they opened with another Maxim from a hill to the north of our original position, the range being about 600 yards. They ran off a belt, missing by a few inches our men guarding the wireless. We stuck where we were all that day trying to locate their Maxims, but without success, as their hill was covered by thick bush and it was impossible to detect a single movement on their part.

"That night we stole back to our wireless set, dismantled it and erected it on the hill where we had had our camp. About 10 o'clock a white soldier, a straggler from Major Baxendale's command, crept in. He was wounded in the arm, head and back. Nothing else happened during the hours of darkness except an occasional exchange of rifle shots.

"We found the next day that we were completely surrounded on hills higher than our own, from which the Germans searched our position carefully with several Maxims. They kept it up from day to day so that we had scarcely time to snatch a biscuit and a drink of water. On the sixth day they captured two of our men, and Sergt. Major McPherson, in charge of the wireless set, got a bullet in the thigh. Another man was wounded and two were killed.

"That night we gave up all hope of being relieved. The enemy were closing in and we knew we could not hold out when the Germans rushed us with their overwhelming numbers. We therefore destroyed the wireless outfit, rendered the two guns useless, and said good-bye to each other as we made ready for the final stand.

"About 4 o'clock in the morning the Germans sent up a rocket that illuminated the whole country round about. A bugle sounded and 500 Askaris commanded by four whites charged up the hill screaming their war cry. We waited until they were seventy yards from our breastwork then let them have it. This checked them for an instant, then they came on again, swarming all about us. Captain Clarke called out: 'It's not much use, boys,' and we scattered down the hill. Captain Clarke and Lieutenant Bones were shot dead before we had gone two yards. I jumped over the Captain's body as I ran.

"Half-way down the hill I caught up with two of our fellows and we hid till daylight. Then seeing that it was useless to try to escape, and that most of the men were prisoners, we gave ourselves up. The Germans were very much surprised when they learned how small our force was. They told us they had figured our strength at 300 men, with two Maxims and two big guns. Their own force was armed with eleven Maxims and several pompoms. They had about 100 casualties. Our own totaled four killed and four wounded."

Subsequently the German force fell in with one of General Northey's pursuing columns, and in the ensuing battle had to abandon prisoners and guns.

Launch Services

TODAY

The launch conveying passengers to the O.S.K. s.s. Panama Maru will leave the Customs jetty at 9 p.m.

The launch conveying passengers to the N.K.K. s.s. Tachi Maru will leave the Canton Road jetty at 11 p.m.

TOMORROW

The tender conveying passengers to the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9 p.m.

Commencing May 1st

H. S. Honigsberg & Co., Inc.

will cater for TIFFIN CARS

13588

Chew! Chew! Chew!

YOU are recommended to commence chewing tobacco right from now if you have not already done so before. Because tobacco-chewing not only imparts warmth to the body during the cold weather and removes foul breath from the mouth, but it also assists the business man in more ways than one to better advantage. We have just unpacked a small supply of American Chewing Plugs of various qualities, some of which cannot be procured elsewhere. Remember that our stock of above is very small, so call early to ensure a supply.

TABAQUERIA FILIPINA, 34 Nanking Road, Shanghai.

12348

V. K. SHEN & SON

The New Specimen and Sales Rooms at P37 Nanking Road (Lloyd Road) have now been opened.

We solicit investigation of our facilities for the equipment of exclusive homes, in a manner consistent with culture and refinement.

TELEPHONE NUMBERS: 1710 and 5346

V. K. SHEN & SON

PETER'S BREAKFAST COCOA

This Cocoa has the favourable characteristics which have made Peter's Milk Chocolate famous.

Sold at all Stores in either ½-lb or ¼-lb tins; the ¼-lb tin is a useful size to make a trial for comparison with any other Cocoa.

A teaspoonful of Peter's Cocoa mixed in a cup with a teaspoonful of Milkmaid Sweetened Milk, and then filled up slowly with boiling water, is as nice as cocoa made with all milk and is not so troublesome to prepare, only boiling water being necessary; no additional sugar or milk is required.

For those who have to retire late at night the above Recipe is strongly recommended.

Pawnee Smoking Mixture

THE NEAT RED BAG ANSWERS FOR A TOUCH.

Westminster Tobacco Co, Ltd.

The Shanghai Chemical Laboratory

No. 4 Canton Road

The Finishing Touch To Your Spring Attire!

If you wish for a note of individuality in your dress, we advise your seeing the new Spring Styles of distinctive footwear at the WALK-OVER SHOE STORE.

You will find an original style touch, an uncommon exclusiveness in our famed shoes. Something so different; which appeals; which adds that little tone of modishness to your attire.

WALK-OVER, PHOENIX & McCALLUM SILK HOSIERY

WALK-OVER SHOE STORE "THE STORE OF SERVICE" 17 NANKING ROAD

ALL MAIL ORDERS GIVEN PROMPT AND CAREFUL ATTENTION

Great Victory May Restore British Ministry's Prestige

Arnold Bennett Asserts Midlands and North Are Hostile--Cites Sins of Commission As He Sees Them

Arnold Bennett, the well-known novelist, contributes to the Daily News and Leader a scathing indictment of the British Government, which he accuses of blundering in its treatment of such problems as national service, alimentation, the Indian cotton duties, and Home Rule. In reading this article due allowance must be made for political sentiment which clearly colors the writer's judgment.

By Arnold Bennett

The following is probably the authorised semi-official view of the Government:

"The last great speech of Mr. Lloyd George reveals to those who did not know it before that henceforward the British have a war administration which not only knows how to shoulder responsibilities, but which, possessing a complete knowledge of all the facts, co-ordinates with precision the multiple activities of the nation. Everyone knows what he ought to do and refrains from undertaking more than his own share of the work and responsibility."

This verdict was delivered from England to the French nation by Mr. Philippe Millet, a highly reputable French journalist, through the medium of Le Petit Parisien, a "largest circulation" which is read by every concierge in France. That is should have appeared is a further proof (unneeded) of the brilliant manner in which our new chiefs are not following Mr. Asquith's principle of despising the Press. The Times, without reaching the heights of sublime inaccuracy achieved in the above sentences, took the occasion of the Dardanelles Report to laud the perfections of the present Government as a war-making machine, and to thank heaven that muddle and the disasters resulting therefrom had now by the new system been rendered impossible. Mr. Millet was to be excused. The Times, well aware of the facts, of course falsified them.

National Service

Within the limits of one article I cannot review the whole record of the Government, and I must be content to deal briefly with a few departments.

1. National Service.—Mr. Neville Chamberlain is an able and conscientious man. The Department is still largely unorganised, and is not keeping abreast of its work. The main regulation, which forbids the engagement of any male betwen 18 and 61 in any "unstarred" industry, is the worst anti-democratic act of absolutist government that has been done in this country for perhaps a century. Whether Mr. Chamberlain perceived the full consequences of his act is doubtful. He cannot defend it in Parliament, since he is neither an M.P. nor responsible to Parliament; and he has refrained from defending it elsewhere. What his policy effectively is nobody knows, nor can it be divined. He has not succeeded in eliminating the competition of the War Office. Even when women were demanded by civilian departments the War Office characteristically at once jumped into the field and demanded women—and got them, naturally. The silly cry, "The Army must have men," is still heard in high quarters—as if the success of the war did not utterly depend upon the Army not absorbing an undue proportion of men. Further enrolment for National Service has been made farcial All Government civilian employees are ordered to enrol, and thus hundreds of thousands will be added to the muster whom Mr. Chamberlain has no intention of utilising and cannot utilise. The summit of this deplorable window dressing was reached when Lord Rhondda stood up in the City and announced that though over sixty he had volunteered for National Service—and was cheered! Why did Lord Rhondda go through the form of volunteering? If it was for the sake of example, does he or Mr. Neville Chamberlain imagine that the cause of National Service is likely to be furthered by such posturing? Finally the success of the National Service scheme is said to be essential to the winning of the war, and almost nothing has yet been accomplished to commend the scheme to serious, fact-facing people, and a great deal has been accomplished to render it ridiculous and offensive.

The Food Problem

2. Agriculture and Food Control.—As to agriculture, Mr. Prothero and Lord Derby have had a public dispute. After weeks of altercation the rumpus has gone slightly in favor of Mr. Prothero, for on Saturday the order was given that all ploughmen in home troops were to return to the land until April 15. That the War Office yielded is in itself proof of the extreme seriousness of the situation. The elementary confusion of maximum and minimum prices has been publicly admitted. The experience of Germany with maximum prices has not prevented the repetition of the same folly in Britain. Scores of informed people could have told Ministers that maximum prices are futile as a means of regulating supply, but Ministers had to learn this notorious truth for themselves by the method of flying in the face of it. Scores of informed people could have told Ministers that you cannot successfully handle the food supply problem piecemeal by fiddling with this, that, and the other commodity, but Ministers have yet to learn this notorious truth. As to Lord Devonport and food control in the narrower sense, Lord Devonport has failed to show that he possesses the capacity for administration. His Department certainly gives no sign of it. He has failed to show even that he is a food expert, for he has recommended a scale of living which, while suitable for the upper and middle classes, is unsuitable and impossible for the poor who live mainly on bread and who cannot exist on the amount of bread ordained by Lord Devonport. The Food Control Ministry [illegible] the confidence of nobody, not even of itself. It will soon be confronted by new difficulties far graver than the old.

India and Ireland

3. India.—By a single administrative act, decided upon in secret, the Government has deliberately broken a solemn party truce, alienated practically the whole of a most important industrial county, stultified an Imperial Conference, robbed India of national revenue, increased the price of a necessary of life to the Indian consumer, and put much money into the hands of a few capitalists in Bombay. Comment would be superfluous.

4. Ireland.—Before the new Government came to power there was a general intention to settle the Irish question. Sir Edward Carson's own henchmen in Ireland talked openly of the concessions which would be made. Since then Irish disaffection has steadily increased, the spirit of compromise has been dissipated, and last week the Prime Minister by an astonishing ineptitude of mood and of phrase drove the Irish Party to the spectacular protest of marching out of the House of Commons. The Irish question is difficult, the Irish people are exceedingly difficult; but goodwill can deal satisfactorily with both. Ill-will cannot. And nothing in the Irish danger is more dangerous than insincerity such as characterised the Prime Minister's speech. Is it necessary to remind the Government that Ulster it not Unionist, but 50 per cent Unionist and 50 per cent Home Rule?

Sagacity and Foresight

Such are a few of the grave mistakes and failures of the Government. Whence do they arise? In my opinion they have a triple origin. In the first place, the Government is lacking in fundamental political sagacity and foresight. In the previous Government the Prime Minister was vilified from a far off, but as you approached his confidence in him steadily increased, and among his immediate encourage of colleagues and subordinates appreciation of him amounted almost to worship. It was those who knew him best who had the greatest confidence in his commonsense and singleness of purpose. I venture to doubt whether similar phenomena are observable in the present Government. It is absolutely certain that if the individuals concerned had foresen the consequences of the Indian Cotton Duties ukase that ukase would never have been promulgated. It is absolutely certain that if Mr. Lloyd George had foreseen that his recent speech would have resulted in a public breach with the Irish Party he would not have made that speech, but quite another speech. Sagacity and foresight were to seek.

The Forces of Reaction

In the second place, the forces of reaction are assuming a more and more predominant place in the Government. The strong influences of a reaction which fancies itself secure in the saddle, and which is incapable of judging the situation, are to be seen everywhere. Without that reaction at the back of him Sir Edward Carson would never have dared to resume his old uncompromising attitude on the Irish question, nor would the sensitive Prime Minister have thought fit to moralise to the Irish Party as he did. Without the support and encouragement of that reaction Mr. Austen Chamberlain would never have dared to attempt to impose administratively upon the Empire a working sample of the discredited doctrine for which his father ruined a party and a career. Without the reassuring feel of that reaction in the background the devisers and approvers of the existing outrageous machinery for compelling people to volunteer for National Service would have neither devised nor approved such machinery.

In the third place the Government is still acute unco-ordinated; many of its component parts are still both uncontrolled and irresponsible. Mr. Lloyd George has chosen some bad subordinates, but he has also chosen some good ones. But you may choose the finest man in the world without political experience, and put him into a building and give him much money to engage a staff and to advertise, and yet he may fail from mere neglect of him, because he is not permitted to see his superiors, because he does not understand officialdom, and because he is totally deprived of guidance. As a fact, he does fail, and probably the fault is not his. Under the present Government, in so far as it has really abandoned the methods of the previous Government, talking has increased, friction has increased, delay has increased, and muddle has increased. This is certain.

The Position of the Government

I do not want the Government to fall. No serious person wants it to fall. All serious persons would regret its fall. "Fall!" exclaims the man hypnotised by the Northcliffe Press and its allies, "No Government was ever safer!" But the truth is that at bottom the Government is very badly served by its Press which disastrously hypnotises the Government itself. The Government is by no means safe. And even when and if it emerges intact from its immediate difficulties the Government will be by no means safe. Step outside the circle to make believe drawn by the Stunt Press and you will breathe a different air, the atmosphere of reality. I think the people in London have little conception of the state of political feeling in the Midlands and in the North, and especially of the mistrust and resentment which there reign. The government probably conceives it not inaccurately, for, as "A. P. N." has rightly affirmed, the Governmental desire for Khaki election has of late very notably cooled. The Government may try an election in the last resort, but it will assuredly not now go out of its way to appeal to the country.

The National Machine

As regards the House of Commons, the Government will either yield something on the most controversial questions, or it will be defeated, or it will be saved by the loyalty of Liberals to the principle of national unity. And in an election the Government would either be defeated or it would be saved by the same kind of Liberal. True, human nature is such that a great military victory (nearer home than Bagdad) might entirely restore the Government's prestige. On the other hand a military misfortune might shake it to bits. This is not a pleasant position, but in my opinion it is the position of the Government.

The Government has its future, and perhaps the future of the country, in its own hands. It can continue in the way of peril, or it can swallow its pride and revert to some of the old principles which a few months ago it so disdainfully cast aside. After all, the crowning proof of its imperfect sagacity has been the attempt, at a time like the present, to scrap the national machine and construct a new one on quite revolutionary lines. Why do not Conservatives realise that we are a conservative race?

Gives $1,000,000 To The Jews In Europe

JULIUS ROSENWALD.

Julius Rosenwald, president of Sears, Roebuck and Co., Chicago, has notified the American Jewish Relief Committee in New York that he will give $1,000,000 (gold) to feed and clothe Jewish war sufferers. This is the largest individual cash contribution ever made to a charity. The Relief Committee has announced that $10,000,000 must be raised immediately if 3,000,000 Jews in the eastern war zone are to be saved from death. Mr. Rosenwald will pay $100,000 as each million is raised.

JOHN D., JR., TOASTMASTER

Tells Y. M. C. A. Diners About the Duty of Fathers to Sons

Tarrytown, N. Y., March 23.—John D. Rockefeller, Jr., acted as toastmaster tonight at the Father and Son dinner held in Y. M. C. A. Nearly three hundred fathers and sons attended. Mr. Rockefeller was introduced by A. P. Cobb, President of the association. He said: "I just don't know how I happen to be here tonight, but I am mighty glad to be in such an inspiring gathering. I suppose I was permitted to come because I am interested in fathers and sons. I've got the best father anybody ever had. I am interested in sons because I have five of them. The only reason I haven't a son here is because if I tried to pick one out of the five there would be trouble in my home on the hill.

"I've been through school and college, but my boys taught me more in a few years than I ever knew before. Every son needs the close companionship of a father. The father owes it to his boy to be his pal, everybody should feel free to go to his father and ask serious questions, and a father should not wait for the boy to get the knowledge elsewhere; he ought to tell him. I tell you, it takes courage on both side. So often we fathers think of other men's sons. We don't fraternise with our boys as we should. That's a tremendous mistake. I am talking to myself as much as to you."

GERMANS INTERNED AT GEORGIA FORTS

'We Will Give No Pledges,' Says Captain, Who, With Men Salutes the Flag

Atlanta, Ga., March 27.—The 750 officers and men of the German Navy, who sought refuge in American waters on the cruisers Kronprinz Wilhelm and Prinz Eitel Friedrich, were brought to Georgia on special trains today and placed for safe keeping in stockades at Fort McPherson and Fort Oglethorpe, under guard of the Seventeenth Infantry.

The men from the Wilhelm, numbering more than 400, were assigned to Fort McPherson, and those from the Eitel Friedrich to Fort Oglethorpe. To be ready to receive them the Seventeenth had been divided into two detachments to garrison the two posts. A detachment of marines acted as a guard during the trip here from Philadelphia Navy Yard, where the presence of the Germans had become a source of embarrassment since the break between Germany and the United States.

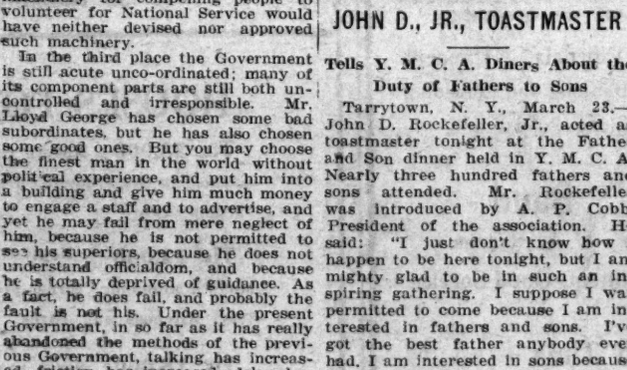
When the train bearing the Wilhelm's crew arrived at Fort McPherson, Captain Thierfeldt and eight German officers were met by officers of the Seventeenth Infantry and taken to Colonel Noyes. After a curt introduction to himself, the Captain presented each of the other officers, and then was told by Colonel Noyes that "I have sent for you that I might know you and that you might know me." He had proceeded no further when Captain Thierfeldt interrupted to say:

"My men are military men just the same as you, and we will give no pledges."

"We have arranged to take care of you as well as possible," Colonel Noyes continued, "but future conditions will depend largely upon yourself."

While the men were being counted retreat was sounded and the regiment band began to play "The Star-Spangled Banner" as the flag was lowered. Just as it began its descent Captain Thierfeldt called his men to attention, and it was held until the colors were down.

The Germans at Fort McPherson will be housed in five barracks, surrounded by a barbed wire stockade, thirteen feet in height. The stockade faces the parade grounds, and as long as the Germans are there no civilians will be allowed on the grounds. Similar arrangements were made at Oglethorpe for care of the men assigned to that post.



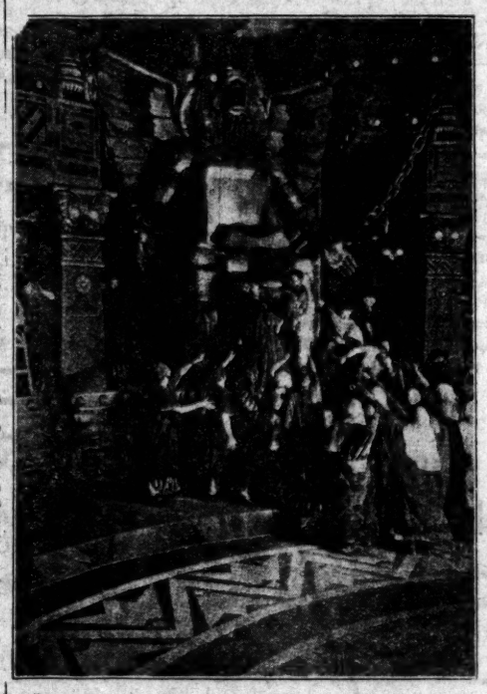
The ROAMER
America's Smartest Car

The World's Greatest Photo Spectacle

BY THE FAMOUS ITALIAN POET

GABRIELLE D'ANNUNZIO

"CABIRIA"



IS TO BE EXHIBITED

Commencing Friday, May 4th

at the

OLYMPIC THEATRE

FOR ONE WEEK ONLY

It is the most stupendous production ever made—bigger than

" CIVILISATION "

3,000,000 Francs Were Expended by the Itala Film Co. on the Production and there are Scenes in which

40,000 PEOPLE APPEAR

Special Cabiria Music Rendered by the Municipal Band

Booking at Messrs. Moutrie & Co, Ltd.

PRICES $1.50 $1.20 and $1.00

SOLDIERS LINE UP AND SING ON SINKING SHIP

Details of Heroism On The Tyndareus At Spot Where Birkenhead Went Down

MEN FACE DEATH IN RANKS

Battalion of Middlesex Regiment Assemble, Then Break Into Popular Songs

Following are details of the saving of the transport Tyndareus, of which brief cable reports were printed a month ago:

Cape Town, Feb. 13.—Almost at the identical spot where the troopship Birkenhead, famed in song, story and picture, sank after striking a reef off Cape L'Agulhas on February 26, 1852, the heroism of the soldiers and sailors on that vessel has been duplicated by a battalion of the Middlesex Regiment, 1,000 strong, and the crew of the troopship Tyndareus, which on Feb. 9 struck a mine while rounding the cape, inbound. But, whereas 358 soldiers and 87 sailors of the Birkenhead went down to their death lined up in perfect order and calmly watching the sharks that awaited them around the sinking ship, every man on board the Tyndareus was saved and took five dogs ashore with them. Moreover, the troopship was towed into Simons Town, where she now lies moored.

The cool courage with which these soldiers, not veterans, but young men recently taken from the factories and offices of London, faced unexpectedly what appeared to be certain death has added further laurels to a regiment that had won glory on many historic battlefields and has aroused intense enthusiasm throughout the Union of South Africa.

The previous day at 11 o'clock in the morning the steamship Cecilia, a 3,750 ton collier of the Marwood International Line, Whitby, had also struck a mine off Dassen Island. Tugs from Cape Town went to her assistance, but she sank while being towed in, all of her crew, however, being saved and brought here.

The Tyndareus was putting into Table Bay for fuel and supplies, in a strong south-westerly gale. The vessel had just passed the steamer Oxfordshire and the soldiers for the most part were amusing themselves by watching another troopship, the Eumaeus which was following her, when a terrific explosion shook them off their feet. What happened then is recounted as follows, in a local newspaper:

Men Calm As On Parade

"The assembly was at once sounded and the troops, each man wearing a lifebelt, lined the decks in perfect order. The ship was settling down by the head with the propellers hanging well out of the water and it appeared almost certain that the vessel would sink before assistance could reach her, but, though they must all have realised their imminent peril, the demeanor of the men suggested, not that they were facing death, but that they were parading for long leave.

"As soon as the roll had been called and the order 'stand easy' had been given, some one started 'The Long Trail,' and in a few seconds the whole gathering took up the haunting refrain of the latest marching song. Then came the oldest favorite 'Tipperary,' and for half an hour afterward, while the ominous incline of the deck toward the bows became more and more noticeable, chorus after chorus swept along the lines and over the sea, where both the Oxfordshire and Eumaeus were racing to the rescue.

"The vessel's wireless had not been damaged, and S.O.S. signals were immediately sent out, whilst boat after boat was lowered to the water. One of them was upset in its descent, but a young seaman, without a moment's hesitation, jumped overboard and succeeded in righting it; and the same man, a little later, distinguished himself by diving from a lifeboat and rescuing the regimental dog Paddy.

Soldiers Aid Ship's Engineers

"Another example of pluck was given by half a dozen of the troops who, engineers by profession, volunteered to assist in the engine room and, exchanging khaki for overalls, did splendid work in the most dangerous spot in the ship.

"Six boats had been lowered when the Oxfordshire, followed a few minutes later by the Eumaeus, arrived and the work of transferring the troops was begun. Though a strong wind was blowing and the sea was very choppy, it was carried out without a mishap in a little over an hour and the rescue vessels turned for port.

"Meanwhile two warships had responded to the call for help and took the crippled liner in tow. It appeared to be an almost hopeless task, as she was then well down by the bows, but wonderful seamanship on the part of the officers and crews of all three vessels triumphed and the Tyndareus was brought safely into port."

The troops, who were landed and sent into camp at Wynberg, are enthusiastic in their praises of the officers of the Tyndareus. The Captain, who they say was magnificent, found time while directing operations to cheer and encourage the men as they stood singing choruses on the deck. "Keep it up, lads," he kept shouting to them, "all's well," whilst the troops cheered him again and again in return.

Praise from King and Admiral

The Commander in Chief of the naval station at Simons Town, after investigating the disaster, cabled the following to the Admiralty:—

"The behavior of the —— Battalion of the Middlesex Regiment on board the steamship Tyndareus after the accident to that ship, there being a large quantity of water on board and the ship apparently sinking by the head in a heavy swell, was most praiseworthy and equal to the Birkenhead tradition of the British Army on the same spot. It was only due to this that no lives were lost in the boat. The ship was saved by the coolness and perseverance of the Captain, officers, engineers and engine room staff."

In reply the appended message from King George was transmitted through the Admiralty:

"Please express to the officer commanding the —— Battalion of the Middlesex Regiment my admiration of the conduct displayed by all ranks on the occasion of the accident to the Tyndareus. In their discipline and courage they worthily upheld the splendid tradition of the Birkenhead, ever cherished in the annals of the British Army.

"GEORGE, R. I."

The Tyndareus was a steamer of 11,000 tons, built in 1916 at Greenock and owned by the Ocean Steamship Company of Liverpool. Shipping records show her to have left Liverpool on Dec. 20, 1916, for Yokohama and Hongkong and to have reached Simons Town, Cape Colony, February 8.

The greatest losses that have so far occurred on board of transports torpedoed by submarines was 988 from the British troopship Royal Edward, sunk in the Aegean Sea in 1915, and 3,100 from the French transport Provence, sunk in the Mediterranean last year.

The story of the sinking of the Tyndareus is similar to that related in The New York Times of April 19, 1852, concerning the sinking of the British troopship Birkenhead, an iron paddle-wheel steamer, which struck a rock on February 26 off Simons Bay and went down with 454 persons, principally soldiers on their way to the Cape. The story in The New York Times was written by Captain Edward W. C. Wright of the Ninety-first Regiment, one of the 184 survivors.

Captain Bonavita and 'Piccolo,' the Bear That Killed Him

Captain Jack Bonavita, probably the best known animal trainer in the world, is dead, a victim of "Piccolo," his trained polar bear. Bonavita died in a Los Angeles hospital from injuries suffered in a struggle with the animal, which, becoming enraged, attacked him during a performance.

Bonavita had been attacked by animals many times and was said not to have an unscarred spot on his body. He lost his right arm after a lion had so lacerated it that amputation was necessary. He had travelled all over the world and appeared by royal command at almost all of the courts of Europe.

LITTLE KNOWN REMEDY CURES HIS HICCOUGHS

Musk From Tonquin Does It, Though "Sure" Remedies Came In Multitude

New York, March 24.—While scores of hiccough cure-suggestions are arriving by mail, telegram or phone to James F. McCabe, former Chief Clerk of the Board of City Magistrates, who has been suffering at his home on Franklin Avenue, Far Rockaway, ten days, it might be as well to announce that Mr. McCabe has been cured. Twelve two-grain capsules of Tonquin musk, a little-known antispasmodic from French Indo-China, effected the cure last night after having been administered during twenty-four hours. Dr. William H. Nammack said last night that the musk cost $5 a grain, and is difficult to obtain, even in New York. He said his patient would be about again in a week or so.

More than 350 alleged remedies came in a few days from persons all over the country who had read of Mr. McCabe's affliction. One writer suggested sudden fright. It had cured his grandfather, he said. "Stage a fight in the room, have a fake fire in an adjoining room and a rescue scene. Fire revolvers behind the sufferer. While this is going on he'll suddenly forget to hiccough. It is a sure cure."

"Suck a pineapple, it cured mine," said another.

"Eat the leaves of a rubber plant," said a telegraph adviser.

"Place the patient on a couch with his head on the floor. Let him twiddle his fingers and look steadily at them for two minutes. He is cured when he is finished," wrote an up-State man.

"Stand patient on his head and pour water in his nose," said another.

There were hundreds like these, said Dr. Nammack, and perhaps some of them might be worth while.

GOVERNORS LAUNCH DEFENSE MEASURES

Vermont Executive Asks for $1,000,000 to Equip Troops—

Montpelier, Vt., March 27.—Governor Graham today asked the Legislature for an appropriation of $1,000,000 for State and national defense. In an address before the joint assembly the Governor said this fund was needed to enable Vermont to furnish more than its quota of national guard.

Governor Graham declared that the time had come to cease talking and to act, and that Vermont, as usual, would do more than her part. He requested the Legislature, which had expected to adjourn this week, to remain in session at least until April 2, "as the President may bring to the attention of the country at that time matters that require further legislative action upon your part." The State, he said, should see to it that its soldiers were properly equipped before being sent into the field.

Portland, Me., March 27.—An immediate appropriation by the Legislature of $1,000,000 for defense was recommended by the State Committee on Public Safety today. Resolutions also were adopted urging Maine Senators and Representatives in Congress to vote for the adoption of a resolution declaring that a state of war exists with Germany. A telegram was sent to President Wilson assuring him of the loyal support of the State of Maine in every effort to defend the honor and safety of the United States.

Concord, N. H., March 27.—Governor Keyes today appointed a Committee on Public Safety consisting of 100 citizens to co-operate with the civil and military authorities in the work of preparedness. The committee includes ex-Governor Rolland H. Spaulding, Ernest M. Hopkins, President of Dartmouth College; Richard Coorey, President of the State Federation of Labor; Winston Churchill, Ralph D. Paine, the Mayors of all the cities, and the editors of the principal newspapers.

Columbus, Ohio, March 27.—Governor James M. Cox issued a proclamation today, calling upon the citizens of Ohio to prepare for war. "It is unnecessary to elaborate upon the turbulent conditions of the world. We are so closely related to them that any surrender to the free and easy idea that things will turn out all right would be plain incompetence," the proclamation reads.

The Governor urges conservation of natural resources and intensive farming and gardening of vacant lots in cities.

Officials of every railroad running into Ohio were in conference at the Governor's office today relative to plans for the transportation of troops in Ohio and the protection to railroad property.

Des Moines, Iowa, March 27.—The Iowa House and Senate Military Committees today favorably reported out a measure for a military census of the State. The House Committee also reported out a bill giving the Governor $500,000 for military purposes.

Pawnee Smoking Mixture

THE NEAT RED BAG ANSWERS FOR A POUCH.

Westminster Tobacco Co., Ltd.

PATTON'S SUN-PROOF PAINT MADE IN U.S.A.

THE PAINTING SEASON IS HERE

Will you let us estimate on your job? It will pay you in future.

PATTON'S TECTOR

on your gutters will give you lasting and economical protection.

OUR FOREIGN SUPERVISION

is a guarantee that the work will be finished to your entire satisfaction.

FEARON, DANIEL & CO., INC.,

Paint Contracting Dept.

18 B Kiangse Road. Telephone 108

THE CARLTON

Louis Ladow, Manager

The premier FAMILY RESORT of the Far East

A High Class Cafe

catering exclusively to

Refined Patronage

In the line of entertainment we present:

Senor Cruz and Senorita Vibencia, Dancers

Mr. WALTER McKAY, Dixie Banjoist and Comedian

Mr A. B. CODY, Marimbophone Soloist and the famous

Carlton "Jazz" Band

under the direction of Mr. J. A. Raynes

Good "Chow," Good Entertainment, Good Service

and

A General Good Time

at

THE CARLTON

CHINA REALTY CO., LTD.,

39 Nanking Road

HOUSES FOR SALE:

Tls. 23,000: Modern residence, corner house, situated in the French Concession. Seven Rooms. Tennis lawn.

Tls. 22,000: Newly-constructed residence. Modern plumbing, corner property. Seven Rooms. Tiled Kitchens and Baths.

Tls. 18,000: Seven rooms, brick residence. Hot and cold water. Near the French Park.

Tls. 17,000: Seven-rooms, newly constructed house, on two and a half mow of land. In the International Settlement Garage.

Tls. 16,500: Five-roomed, detached house, modern plumbing, hot and cold water, just being completed.

LAND FOR SALE

On Yu Yuen Road: Two lots each containing about four mow. North side of road.

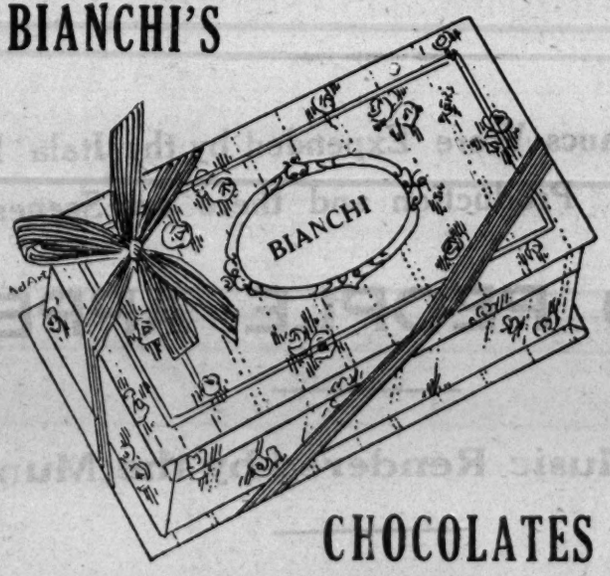
On Avenue Joffre: A large plot of land, situated in best part of Avenue.

On Rue Corneille: From one to six mow. This is one of the finest residential streets in the City.

On Rue Lafayette: We can sell you any sized lot you desire. This is the new sixty foot boulevard parallel to the Avenue Joffre.

Our speciality is Real Estate for any purpose and in any locality. It will pay you to consult us first.

BIANCHI'S



CHOCOLATES

Large Stocks of Swedish Paper.

Write for prices and particulars.

The Ekman Foreign Agencies, Ltd.

No. 6 Kiangse Road

"The Richest of all Tinned Milks Tested"

Says the Committee on Infant and Invalid Diet of the Medical Missionary Association of China

Dr. L. Cugno, v.s.

Veterinary Surgeon to the Italian Consulate General

CONSULTING HOURS

Daily From 11 to 12—1 to 3

FREE CONSULTATIONS

Tuesday and Friday from 11 to 12 a.m

Rue Bourgeat No. 6, Tel. No. 1321

12727

THINK OF THE CONVENIENCE AT WHITEAWAY'S

This Week We Specialize "LADIES' WEAR"

27 DEPARTMENTS UNDER ONE ROOF.

This Week We Specialize "LADIES' WEAR"

PLAIN ZEPHYRS

There is no greater favourite for children's wear than the old fashioned ever-wearing plain Zephyrs. We offer an exceptional value in Mauve, Sky, Nil, Pink and Helio. 31 ins. wide.

35 and **45 cts.** yard

SWISS ROBE MUSLIN

These have always been admired for summer muslin dresses and this season finds them much in demand. The qualities listed here are well-known reliable values. Width 40 inches.

70, 90 cts. $1.25 and **1.50** yard

"SUNCREPE."

A new spring material in fine cotton crepe with dainty silk embroidery effect. A full range of colours for the season is on show. Width 38 inches.

Price **$1.25** per yard

STRIPE ZEPHYRS

Always useful and always reliable in wear. Our show this season of these is as big as ever and the value just as prominent. Stripes and checks on show. 27 to 30 inches wide.

35, 40 and 45 cts. yd.

FRENCH CAMBRICS

We are showing a very fine selection of these, he famous Lorraine shirtings, made in one of the famous French mills. All absolutely fast colors. Width 32 ins.

Price 75 and 85 cts. yard

"DURO" CAMBRICS

The cotton material with the guarantee that it will not fade. We hold some dainty stripes in colors on White grounds.

Price 65 cts. per yard

COUNTESS SILK HOSE

Fine lisle top, pure silk leg. Our Spring delivery of colors: Black, White, Pearl, Bronze, Sky, Tangerine, Old Rose, Electric, Navy, Emerald, Violet, Royal, Helio, Cerise, Yellow.

Price **$3.00** pair

THE KEYSER SILK HOSE

Pure silk hose, specially woven and will not ladder or rein, can be had in Black, White or Sky.

Price **$4.50** pair

THE "BROOKLYN" SILK HOSE

In Black silk, lisle feet and tops. A perfect stocking for wear.

Price **$4.50** pair

NEW HOSIERY.

THE "DERBY" HOSE

Rich White artificial silk leg, strong White cotton garter top and feet. A really good value today.

Price **$1.75** pair

THE "DENHAM" HOSE

One of Morley's stockings, exceedingly good value. Strong Black cotton garter top and stout cotton feet. Leg of fine artificial silk, reliable in wear.

Price **$1.25** pair

THE "DRALE" HOSE

A really exceptional value in stockings, specially brilliant Black artificial silk leg, with double strength wove garter top and feet in lisle thread.

Price **$1.75** pair

SPRING DRESS

5,000 yds. White Cotton Voile

The summer dress material. Very silky effect in draping.

90, 95 cts. and **$1.00** yd.

2,000 yds. Coloured Voile

Same fine quality in the shades of the season.

Price $1.25 per yard

Mercerised Lawns

he season's delivery is now to hand and the brilliancy of the lawn this season is remarkable. For summer wear it is without doubt the heapest material on the market, and the range of colors is bewildering. Make a point of seeing these. Width 45 inches.

Price 60 cts. per yard

Ladies' Hemstitch Lawn Handkerchiefs

Our famous big value.

$1.00 dozen

Ladies' White Lawn Handkerchiefs

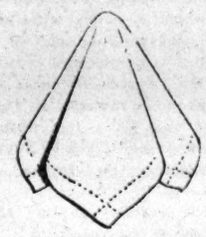
We hold a very well selected range of value.

At $1 25, 1.45, 1.75, 1 95, 2.25, 3 00, 3.25, 3.50, 3.75

White H. S.

These are a very fine quality, give real sound wear.

$5.00, 5 50, 6.00, 7.00, 8.00, 9.00 and 10.50 dozen.



These are Extremely Smart.

Ladies' Initial Handkerchiefs

Pretty Initial Handkerchiefs, as sketch. A really dainty kind for any lady. Fine White lawn.

Price $3.00 dozen

Children's Handkerchiefs

In various White lawns. A strong durable kind.

$1.00 dozen.

LINENS

DRESS LINENS

For plain easy-fitting tennis skirts and coats, linens are always fashionable. Colours this season include: Black, Helio, Pink, and Pale Green. Width 38 and 44 inches.

75 cts. $1.25 and **1.50** yard

TOOTAL PIQUE

A household word in England today. Perfect for tennis skirts or summer walking dresses.

White. 44 ins. wide.
Price **$1.50** per yard
Coloured. 44 ins. wide.
Price **$1.75** per yard

35-44 inches White & Fast Colours
TOOTAL'S
See Name on Selvedge
PIQUE

Spring Delivery of Lisle Gloves

Strong lisle gloves, 4 button length, useful hardwearing gloves, White or Grey.

Price **$1.00** per pair

Serviceable lisle thread gloves well made and finished in Chamois, Pastel and Cream. 2 pearl button.

Price **$1.50** per pair

TOBRALCO

Here is one of the best advertised cotton materials in the world to-day. And it is a wonderful material for wear. We have plain colours, stripes and spots on show. 27 ins. wide.

Plain colours, Stripes and Sports.

80 cts. yd.

Plain White only.

65 cts. yd.

Silk Back Satin Ribbon

We have all the every day shades in stock. Black, White, Pink, Sky, Red, Navy, Royal, Old Rose etc., etc.

Width Bebe ½, 1, 1½, 2, 3, 4 inches
Prices **5, 15, 20, 30, 40, 60, 75** cts. yard
Bebe Ribbon. Price **$1.30** pc. of 18 yds.

Fine Glace Silk Ribbon

A popular quality and stocked by us in all shades. Patterns sent by post to match if desired.

Width Bebe ½, 1, 1½, 2, 3, 4 inches
Prices **12, 15, 25, 40, 50, 75** cts. yard
Bebe Ribbon. Price **$1.00** roll 18 yards.

TARANTULLE

This material is absolutely the last word in fine White cottons for underwear. In three qualities. 40 ins. wide sold in 12 yards lengths.

Standard. **60 cts. yd.**
Fine. **90** „ „
Superfine. **$1.00** „

Lisle Hose with Clox

We have just received a splendid value lisle stocking with the new style lace clox. This is extremely smart and quite the vogue. Stocked in all sizes.

White: $1.35 pair
Tan: 1.50 „

900 pairs "U.S.A." Black Lisle Hose

The famous Burson fashioned hose, knit to fit without a seam, extra elastic top, widened leg, narrowed ankle, shaped foot, no seam at toe. All sizes.

Price **$1.50** pair

200 pairs "U.K." White Lisle Hose

A delightfully soft silky White lisle, double garter tops and spliced heels and toes. A really remarkable war value.

Sizes as usual.

Price **90 cts.** pair

Tan Lisle Hose

Many of our customers still prefer the serviceable every-day Tan lisle stocking and we offer an important value here. Good washing Tan, well shaped leg and foot. All sizes in stock.

Price **$1.00** pair

3 pairs for $2.50

Better Qualities at $1.35, 1.50, 1.65 pair

2,800 pairs "Leather Wear" Black Lisle Hose

Here is a sample of the keen buying ahead for Spring 1917, and we offer this stocking with every confidence that it will "wear like leather." Fine gauge lisle made from South Sea Island cotton, the kind that wears and retains its shape. Sizes 8½, 9, 9½ and 0 inches.

Price $1.00 pair
3 pairs for $2.50

Lisle Hose with Clox

Again this season there is a demand for lisle hose with clox and we have been fortunate in securing some fine values. Good shape, fine fitting, thin woven lisle. Black with self clox.

$1.50 and $2.50 pair

With colored clox

$1.50 pair

Lace Lisle Hose

We stock a very complete range of these in all the newest designs. Rich lacy patterns, fine gauze lisle, serviceable in wear and stylish in appearance. All sizes in stock.

Black: $1.35, 1.50 and 1.65 pair

Tan: $1.00, 1.35, 1.50 and 1.65 pair

1800 pairs "STERLING" White Lisle Hose

From the house of Morley the most noted of our British Hosiery firms; fine shapely legs, reinforced at the toes and heels where the hard wear comes. The lisle is an extremely fine yet strong quality and will give honest wear. Stocked in 8½, 9, 9½ and 10 inches.

Price **$1.00** pair

Special Shows Daily. Novelties for the Race Week are Now Here

Shanghai's Favourite Shopping Place

WHITEAWAY, LAIDLAW & CO., LTD. SHANGHAI

The Store that is Always Busy

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

MARRIAGE

YEAGER-BRITTON: On March 27th, 1917, at Louisville, Ky., U.S.A. Miss Ruth Yeager to Mr. Thomas Calhoun Britton, Jr., of Shanghai, China. Arrived in Shanghai April 28th, by the Empress of Russia.

13650

DEATH

ANDREN TORELLI, Secretary Italian Consulate-General. Funeral will take place from Fearon Road Mortuary at 3 p.m., Sunday, 29th instant, to St. Joseph's Church and afterwards Bubbling Well Cemetery. Military funeral.

13651

Testaments On The Battle-Field

Seventeen millions of "Active-Service" Testaments, "Khaki" and "Navy" Gospels, and text-books in eighty-eight languages, including all the tongues of the nations engaged in the war, have been distributed among the world's fighting forces. The cost of this is estimated at $350,000—"the free-will offerings of God's people." These numbers and figures are given by Mrs. Grace Pettman Pont, of Brighton, England, who surveys for *The Missionary Review of the World* (March) the work of the Scripture Gift Mission among the soldiers of the Entente Allies. In each of the Testaments is reproduced the autograph message of Lord Roberts, penned just before his death:

"I ask you to put your trust in God. He will watch over you, and strengthen you. will find in this little Book, guidance when you are in health, comfort when you are in sickness, and strength when you are in adversity.—Roberts, F.-M."

For the men of the Navy is a message from Admiral Sir John Jellicoe:

H.M.S. *Iron Duke*

Be strong and of good courage, be not afraid, neither be thou dismayed; for the Lord thy God is with thee whithersoever thou goest. Honor all men. Love the brotherhood. Fear God. Honor the King.

Yours very truly,

JOHN JELLICOE.

At the end of each Gospel are printed a few familiar hymns and a "decision" form, which reads:

"Being convinced that I am a sinner, and believing that Christ died for me, I now accept him as my personal Savior, and with his help I intend to confess him before men."

What this has meant to thousands of soldiers when face to face with danger and death has been attested by hundreds of letters "telling the story of God's blessing on this work."

"A lance-corporal wrote from the trenches 'Somewhere in France,' enclosing a British Treasury note for £1, dirty and crumpled, looking as if it had been through many engagements, to help send out more Gospels to his comrades. This lance corporal said it was part of his work to go and reverently tend the bodies of those who had laid down their lives upon the battlefield, to collect their belongings, and search their pockets. He found in nearly every case that the man possessed an 'Active-Service' Testament containing Lord Roberts's message, but the most cheering thing about it was that the men had signed the Decision Form! Indeed, in the case of one young officer, whose body had been striped of every identification mark before it was found, the only clue to his name was his signature to this Decision Form in an 'Active-Service' Gospel, and this, sent back to England, brought comfort and solace to his widowed mother. . . .

"The secretary of the Scripture Gift Mission has seen numerous well-worn and much-read Testaments that have passed through the fiercest of the warfare. In many cases, too, the copy of the Word of God, carried in the breast-pocket, has stopped the bullet and saved the soldier's life, and the mutilated Testament has come back as a trophy. It is no idle boast to say that the best way of recording this wide work of distribution of the Word of God is to take a war-map of the world and enumerate every one of the fighting nations, for the Word of God is spreading everywhere. In France, open doors have been entered in all directions. The Belgians in England and Holland have received the Word of God. The workers of the Scripture Gift Mission among the soldiers in Belgium were allowed to go right to the front-line trenches, and had the honor of an interview with the heroic Queen of the Belgians herself. She accepted a 'khaki' French Testament, and said: 'I think this is very nice for the soldiers to have, and it is very kind of you to give it to them!' In Rumania, too, a princes of the royal house has taken the deepest interest in the work of distributing the Word of God to the soldiers of her country. But the story of the distribution of the Scriptures in Russia is the most wonderful of all, for the honorary superintendent of the work of the Scripture Gift Mission in that country has been able to circulate among the Russian troops Testaments, Gospels, and smaller portions of God's Word to a total of over five millions!"

The royal family of Russia will, in their exile, have probably many well-wishers among these who have been benefited by similar gifts bearing the following message printed in each Gospel and underlined in red:

"His Imperial Highness the Heir-Apparent to the Russian Throne most graciously gives this Gospel, which has been sent to him by Sunday-school scholars in the British Isles and Colonies."

The secretary to the Empress of Russia wrote recently:

"Her Imperial Majesty the Empress has asked me respectfully to report: Concerning the gift of Testaments and Psalms by the Sunday-school children of England and the English Colonies placed by you at the disposal of his Imperial Highness the Tsarevitch for consignment to the active Army, her Imperial Majesty has graciously commanded me to thank the contributors in the august name of his Imperial Highness for the above-mentioned gift, and to have the same forwarded to the active Army by means of her Imperial Majesty's own supply-train."

A Canadian cavalry officer confessed that he had set little store by the Bible until the day came in France when his battalion found itself in a perilous quarter. They were under fire and dared not move when the officer noticed a few of his men who had crawled into a group together, and saw one man take out his knife and cut a Testament into half a dozen bits and distribute them among his comrades, who there and then began to read:

"It must be wonderful to read the story of Gethsemane, the story of Calvary, the story of the Redemption, while lying under fire, and those men had learned by actual experience what it means to be obedient unto death—learned, too, that nothing else matters but the things of the soul, the sinner and his Savior, the reality of God's message in his Word concerning salvation when face to face with eternity."

Another agency for the distribution of Scriptures to the soldiers is the Pocket Testament League. This venture was not born with the war, but has been on the field of conflict since the beginning in 1914. In the London office alone over 250,000 soldiers' pledge-cards are filed and it is estimated that the men in arms are joining the League at the rate of one thousand a day. In a report issued by the League we read:

"A worker writes of a corporal returned from the front who told him that when death was striking all around him in the trenches he offered all the money he had (about fifteen pounds) for a Testament, but not one of the men could be induced to part with his treasured little book.

"'We find everywhere,' writes an enthusiast from the field, 'that the men are absolutely changed when the Word of God has been presented and explained to them, and when they realise that the message of God is a message to them personally. Do you know that many of the men with whom we have been working had little idea that God cares for them or that the Bible is God's message to them? They thought that the Bible was simply for those who attend church. Again and again we had crowds of men who came to us early in the morning to make their decision for Christ.'

"Up in the corner of the Pocket Testament League military membership-card, printed opposite the flag, is a small blank square where the men, making their decision for Christ, mark 'A. C.' (accept Christ). Such men sign 'My Decision for Christ' printed inside the back cover of their League Testaments and are publicly acknowledging Jesus as their Savior.

"Many a sad mother or wife has been comforted beyond words when one of these worn, possibly blood-stained, little Testaments has been returned home and on the Decision page they have found written the loved one's name."

Diplomatic Relations Between China And The Powers Since And Concerning The European War

By M. T. Z. Tyau, LL.D. (London)

(Lecturer on International Law, Tsing Hua College, Peking; and Author of "The Legal Obligations Arising Out of Treaty Relations between China and Other States" in the press.)

SINCE the fateful days of August, 1914, the world around us has undergone upheavals and transformations. The face of Europe, for example, is today being distorted, and men now look back upon those days before the war much the same as we are wont to regard the good old days of our fathers and forefathers. The old world-system is fast disappearing, and the factors that once used to count are today so many negligible quantities. We no longer speak in terms of pre-war events, and the phrase *status quo ante bellum* can have no meaning in the ultimate settlement of the new world-system that shall emerge from the present ordeal of fire.

To appreciate the world situation as it will be constituted, when the clash of arms shall have ceased, when the foundations of a permanent or, at least, an enduring, peace, shall have been well and truly laid, we need to think in terms, not of the past, but of the future. This process of mental somersaulting may be difficult and, at times, even confusing, but there is no escape or retreat from it. We must, therefore, accustom ourselves and our ways of thinking to these new factors, for it is only by so comprehending them that we can hope to understand aright the elements which go to constitute a new world erected on the ruins of the old.

In this general rehabilitation, China is likewise included. In the light of recent events the position she now occupies in the eyes of the world is not the same as that which she used to occupy before August, 1914. The change is welcome, and no sane person will quarrel with it. Its arrival may be belated, but it furnishes a fitting climax to the chapters of events which, begun some eighteen years ago, culminate in those we will here discuss, namely, the diplomatic relations between China and the powers since and concerning the European War.

Such relations may be divided into three main chapters or groups:—(1) War and Neutrality. (2) Breach with Germany. (3) Treaties and Conventions.

I. War and Neutrality

A state of war existed between England and Germany on August 4, 1914, or 11 o'clock in the evening, to be precise. The entry of Great Britain, on the side of France and Russia in defence of Belgium, signified that the area of hostilities would soon be extended. This would mean that the Far East might also be affected. Accordingly, China had recourse to Article III of the 1907 Hague Conventions, No. 1, on the pacific settlement of international disputes. That article provides as follows:—"The contracting powers, strangers to the dispute, should, on their own initiative, and as far as circumstances may allow, offer their good offices or mediation to the states at variance. Powers, strangers to the dispute, have the right to offer good offices or mediation, even during the course of hostilities. The exercise of this right can never be regarded by either of the parties at variance as an unfriendly act."

The government of this country, therefore, attempted to mediate between the belligerent powers, but to no purpose. The former was not unaware that its efforts were doomed to failure, but being a co-signatory of the above Hague convention, it felt that its duty was not discharged until it had acted upon the provision of that article. At this date one may perhaps smile at China's pacifism or aversion to bloodshed; but, as events soon transpired, this country had good grounds for reminding the belligerents of the existence of an elaborate machinery for the peaceful settlement of international disputes—a machinery which they themselves had sanctioned and helped to erect as a statue to testify that man no longer needed to appeal to the arbitrament of the sword.

Full of perseverance, China next sought the co-operation of both the United States and Japan in an endeavor to localise the theater of war, or, at least, to prevent the hostilities from being extended to the Far East. This attempt also proved unsuccessful.

Japan and Germany

Soon after, Japan declared that she would respond to the request of the British Government and participate in the war in the terms of the 1911 treaty of alliance between the two states. That treaty provides in Articles I and II as follows:—

"It is agreed that whenever, in the opinion of either Great Britain or Japan, any of the rights and interests referred to in the preamble of this agreement (viz., in Eastern Asia) are in jeopardy, the two governments will communicate with one another fully and frankly, and will consider in common which measures should be taken to safeguard those menaced rights and interests.

"If, by reason of any unprovoked attack or aggressive action, wherever arising, on the part of any other power or powers, either contracting party should be involved in war in defence of its territorial rights or special interest.... the other contracting party will at once come to the assistance of its ally, and will conduct the war in common and make peace in mutual agreement with it."

On August 15, Japan issued to Germany an ultimatum which expired on the 23rd, "advising" the latter to hand over its armed vessels as well as the leased territory of Kiaochow, not later than September 15. On August 25 the joint Anglo-Japanese campaign against Tsingtau began, although no serious movement took place until September 3. On the latter date the Japanese landed at Lungkow, so as to besiege the fortress from behind, and on the 21st, the British as well as the Japanese landed at Laoshan Bay. The whole of October was occupied with siege operations, and after a feeble defence the German garrison capitulated on November 7.

Kiaochow

From this brief recital of facts, several violations of China's neutrality will have become apparent. To begin with, we have a violation in the forcible expulsion of Germany from Tsingtau. It has been suggested that because Germany is the lessee of Kiaochow Bay, so her ejection therefrom is justifiable, and, further, that if China allows the lessee to fortify the place and make use of it as a base of warlike operations against the Allies, the lessor is estopped from impeaching any action the latter powers may employ to reduce their enemy by force of arms. This attitude presupposes that Germany is the virtual owner of Kiaochow, and therefore Tsingtau, like any other German colony or possession, may be seized. Such a perspective, however, overlooks two vital considerations: (1) the express reservation, under the deeds of conveyance concerning Kiaochow as well as other leased territories, of the lessor's sovereign rights; (2) the fundamental dissimilarity between the right of fortification conferred upon Germany in respect of Kiaochow and that granted to Russia, Great Britain, and France in respect of their own leases.

Rights of Sovereignty

As regards the first consideration, the Kiaochow agreement lays down that within a zone of 50 kilometers or 100 Chinese li surrounding the Bay of Kiaochow, German troops may move freely. But the treaty also provides that within this zone, the lessor "reserves to himself all rights of sovereignty;" and, therefore, he "reserves to himself the right to station troops within that zone, in agreement with the German government, and to take other military measures." Similarly, in the case of Port Arthur, "the lease is under no circumstances to infringe upon the rights of the Emperor of China as sovereign owner of the territory leased." Moreover, it is further stipulated that, "should Germany at some future time express the wish to return Kiaochow Bay to China before the expiration of the lease, China engages to refund to Germany the expenditure she has incurred at Kiaochow, and to cede to Germany a more suitable place. Germany engages at no time to sublet the territory leased from China to another power."

Right of Fortification

As regards the second consideration, the convention permits Germany t defend itself against hostile attacks by the erection of fortifications. But these defences are not intended for its sole use; they are designed "at the same time to increase the military readiness of the Chinese Empire." That is to say, when the tenancy expires and the lessee comes to deliver up his possession to the lessor, the place will be equipped with defences for the latter's use and protection. This permission falls short of tha granted to the other lessees to maintain such defence works for their exclusive benefit. In favor of Russia, for example, the treaty provides that, "as Port Arthur is solely a naval port. . . . Russia will herself erect what buildings are required for the naval and military forces, for the erection of batteries or barracks for the garrisons, and generally provide all the funds required." In respect of Weihaiwei, "Great Britain shall have in addition the right to erect fortifications, station troops, or take other measures necessary for defensive purposes." And concerning Kwangchow-wan, "France may erect fortifications, place garrisons of troops or take any other defensive measures on the leased land."

In these circumstances, China cannot be estopped from objecting to the violation of her neutrality, Germany's right of possession or, for that matter, the right of all other lessees, is imperfect. It is valid only for the duration of the lease, at the end of which the property must revert to the grantor. The property is inviolable and, *ipso facto*, clothed with the attributes of neutrality; *Nemo plus juris in alterum transferre potest, quam ipse habet*. As a lessee is not the sovereign of the territory of which he has temporary possession, he can not transfer what he has not got. Neutrality is an inherent attribute of sovereignty, and as the sovereignty of a leased territory remains vested in the lessor, tha territory remains sacrosanct.

Burlingame Treaty

There is yet another aspect to this important question. From what has already been discussed, it seems clear that a leased territory is also included within the category of the tracts of land referred to in Article I of the Sino-American Burlingame treaty of 1868. That article reads as follows:—"His Majesty the Emperor of China, being of the opinion that, in making concessions to the citizens or subjects of foreign powers of the privilege of residing on certain tracts of land, or resorting to certain waters of that Empire for purposes of trade, he has by no means relinquished his right of eminent domain over the said lands and waters, hereby agrees that no such concession or grant shall be construed to give to any power or party which may be at war with, or hostile to, the United States, the right to attack the citizens of he United States or their property within the said land or waters; and the United States, for themselves, hereby agree to abstain from offensively attacking the citizens or subjects of any power or party, or their property, with which they may be at war on any such tract of land or waters of the said Empire.

"But nothing in this article shall be construed to prevent the United States from resisting an attack by any hostile power or party upon their citizens or their property. It is further agreed that if any right or interest in any tract of land in China has been, or shall hereafter be, granted by the government of China to the United States for purposes of trade or commerce, that grant shall in no event be construed to divest the Chinese authorities of their right of jurisdiction over persons and property within the said tract of land, except so far as the right may have been expressly relinquished by treaty."

Imperfect Ownership

Accordingly, a leased territory gives no right to the party or power hostile to the lessee, to attack the latter within such tract of land or waters. But if the latter is attacked, he may in self-defence resist and repel all attacks by adequate means. In fact, so long as the holding remains within the ownership of the lessor, although the lessee is entitled to its possession for the period of the lease, the latter's rights are imperfect. This right of possession can never be reduced into ownership, and therefore any trespass on the holding, especially *vi et armis*, causing damage to the grantor's reversionary property, can not deprive the lessor of his reversionary rights. Of course, if a tenant creates a nuisance on his holding in disregard of the maxium, *Sic utere tuo ut alienum non laedas*, his fellow-tenants may complain to their landlord about its continual existence or request him to have it abated, but they can not trespass thereon and remove the nuisance themselves. To admit the latter act as defensible is to sanction a wrong committed against another wrong—a position manifestly at variance with all good sense.

German Protest

This view of the case is not easy either to state or to follow, but it is even more difficult to put into practice. For, when China protested to Japan against its landing at Lungkow, Germany also protested to China against the Japanese action. The latter declared that it would hold the government of this country responsible for any losses or injuries which would result from the Japanese breach of neutrality. How Japan answered China's protest will be explained later, but as to Germany's complaint the Peking government replied that Germany had only herself to blame. The territory which this government has leased to her is for peaceful enjoyment, and not for any aggressive purpose. If the lessee make an improper use of his tenement, the abuse becomes what is known in law as a nuisance, which he is bound to abate or remove. If the nuisance is not abated, its continuance constitutes a breach of the implied covenant for good behavior or quiet enjoyment. The lessor can at once get the lessee to quit or, if he refuses, forcibly eject him therefrom.

In the present case, the lessor being by force of circumstances precluded from enforcing his own mandate, the law-breaker is estopped from objecting, if his neighbors attempt to abate the nuisance themselves. As against the defaulting lessee, the title of his possession becomes invalid so soon as he commits a breach of the implied covenant, and it is immaterial to him whether he is ejected by the lessor or by his neighbors. Of course, the lessor is vitally concerned how his quondam tenant is ejected—whether by himself or by a third party. But the tenant is estopped from any right of protest.

A Moot Point

It is understood that Germany, before replying to the Japanese ultimatum, had approached China on the subject of Kiaochow's internment, but as the proposal was accompained by certain conditions which China had reasons for believing would not be entertained by the Allies, the latter refused the offer. Suppose, however, that the proffer had been made a week earlier, or prior to the rupture with Japan, and that the offerer had at the same time desisted from all war-like preparations calculated to be an alarm or menace to the peace of his neighbors. As then the belligerents had no intention of carrying hostilities so far afield, the absolute reconveyance could not he held to have been effected in order to avoid the consequences of enemy capture. The surrender would be valid, and China would be quite proper in accepting it.

On the other hand, the landlord himself might have forestalled his other tenants' complaint and taken the necessary steps to abate nuisance, instead of waiting for the tenants to complain first. As has already been stated, the refusal of Germany to abate the nuisance and the consequent breach of the implied covenant for quiet enjoyment, entitle the lessor to rescind the lease and get him to quit. In the alternative, the former could call in the other tenants to help him remove the nuisance and then authorise them to remain in possession of the holding until a time should arrive for an equitable settlement between themselves. This would legalise the present *fait accompli*, and the Allies would temporarily look after the property on the landlord's behalf. As it is, however, the status of the occupiers is questionable, and their occupation a violation of China's neutrality.

Lungkow

Now we come to the second violation. When the Japanese landed at Lungkow, they committed another violation of China's neutrality. Lungkow is situated on the northern end of the Shantung peninsula, on the southern end of which Tsingtao is situated. It is some 80 miles beyond the limits of the German leased territory, and so is absolute neutral territory. I say absolute, because just for the sake of argument we

(Continued on Page 12)

"CONGO" ROOFING

We carry big stocks of this popular roofing in ½, 1, 2, & 3 ply.

Samples and prices from

EASTERN TRADING CO., LTD.

13 Kiukiang Road, Shanghai.

Telephone 841.

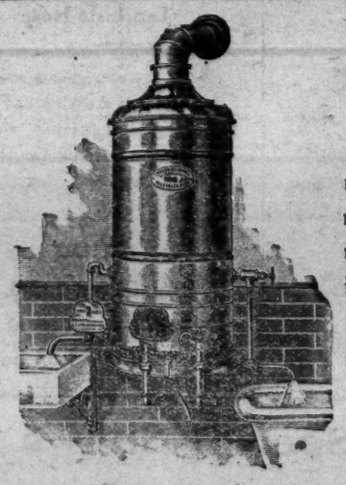
ROBINSON'S THE PIANO HOUSE

THOS. COOK AND SON

STEAMSHIP AND RAILWAY TICKETS.

2 and 3 Foochow Road, Shanghai

Telephone 2203 and 2218



GEYSERS

Where you have no hot water connection in the bathroom, have a Geyser installed.

Hot water flows instantly.

HIRE, $2.00 per month

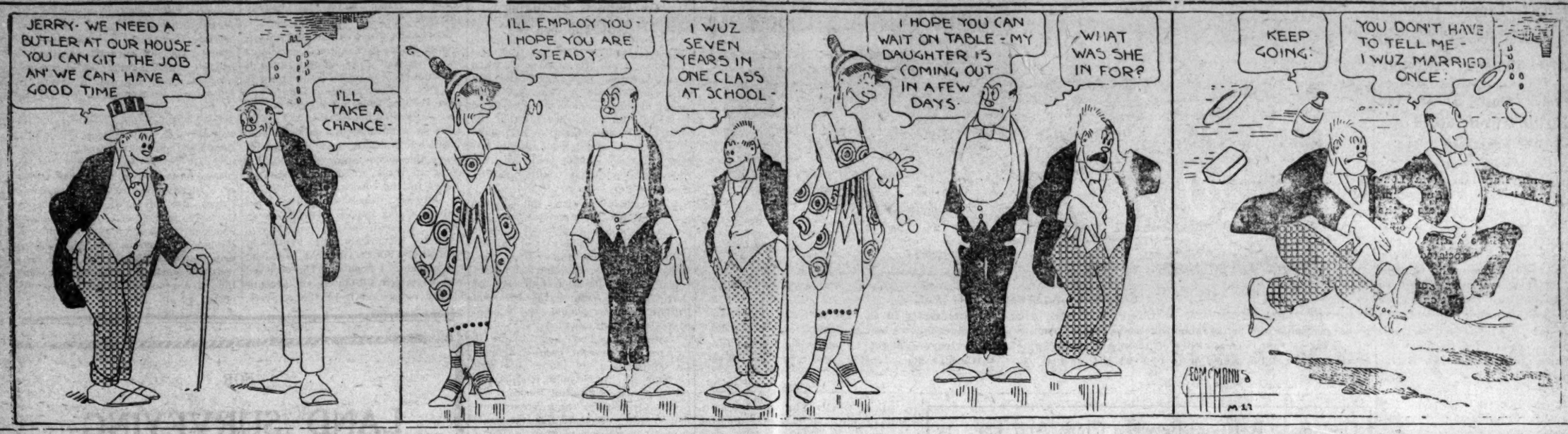
Easy to work and cheap to operate

SHANGHAI GAS CO., LTD.

Showrooms, 29 Nanking Road.

Bringing Up Father

By George McManus


JERRY· WE NEED A BUTLER AT OUR HOUSE· YOU CAN GIT THE JOB AN' WE CAN HAVE A GOOD TIME
I'LL TAKE A CHANCE·
ILL EMPLOY YOU· I HOPE YOU ARE STEADY
I WUZ SEVEN YEARS IN ONE CLASS AT SCHOOL·
I HOPE YOU CAN WAIT ON TABLE· MY DAUGHTER IS COMING OUT IN A FEW DAYS·
WHAT WAS SHE IN FOR?
KEEP GOING·
YOU DON'T HAVE TO TELL ME· I WUZ MARRIED ONCE·
GEO MCMANUS

Love, Home and Table Topics By Clever Writers — Daily Home Magazine Page — A Good Page to Read in the Leisure Hour

Howells and Boyesen, a Conversation

From the interview with William D. Howells, of which H. H. Boyesen speaks as "the exchange of confidences between two friends, with a view to publication," and which he has recorded in "Human Documents," the following extracts are taken. Professor Boyesen says:

". . . . I have some difficulty in realising the environment of your childhood.

"Howells—If you have read my 'Boy's Town,' which is in all essentials autobiographical, you know as much as I could tell you. The environment of my early life was exactly as there described.

"Boyesen—Your father, I should judge then, was a strict disciplinarian?

"Howells—No. He was the gentlest of men—a friend and companion to his sons. He guided us in an unobtrusive way without our suspecting it. He was continually putting books into my hands and they were always good books; many of them became events in my life. I had no end of such literary possessions during my boyhood. Among the first was Goldsmith, then came Cervantes and Irving.

"Boyesen—Then there was a good deal of literary atmosphere about your boyhood?

"Howells—Yes, I can scarcely remember the time when books did not play a large part in my life. Father was by his culture and his interests rather isolated in the community, and this made him and us rejoice in a new author, in whose world we would live for weeks and months. . . .

"Boyesen—It has always been a matter of wonder to me that, with so little regular schooling, you stepped fullfledged into literature with such an exquisite and wholly individual style.

"Howells—If you accuse me of that kind of thing, I must leave you to account for it. I had always a passion for literature, and to a boy with a desire to learn, a printing office is not a bad school.

• • •

"Boyesen—Do you not regard your Venetian experience as a very valuable one?

"Howells—Oh, of course. . . . Without much study of a systematic kind, I had acquired a notion of English, French, German and Spanish literature. . . . I had learned German. Now, my first task was to learn Italian; and one of my early teachers was a Ventian priest, whom I read Dante with. This priest in certain ways was Don Ipolito in 'A Foregone Conclusion.' . . .

"Boyesen—You must have acquired Italian in a very short time.

"Howells—Yes; being domesticated in that way in the very heart of that Italy which was then Italia Irredenta I could not help steeping myself in its atmosphere and breathing in the language. . . .

• • •

"Boyesen—At the time I made your acquaintance in 1871, you were writing 'Their Wedding Journey.' Do you remember the glorious talks we had together, while the hours of the night slipped away unnoticed? We have no more of those splendid conversational rages nowadays. How eloquent we were to be sure; and with what delight we read those chapters on 'Niagara,' 'Quebec' and 'The St. Lawrence;' and with what delight I listened! . . . It was at your house that I met Henry James.

"Howells—Yes, James and I were constant companions, we took daily walks together; and his father, the elder Henry James, was an incomparably delightful and interesting man.

"Boyesen—Yes. . . . I doubt if I ever heard a more brilliant talker.

"Howells—No, he was one of the best talkers in America.

• • •

"Mr. Boyesen—I am going to ask you one of the interviewer's stock questions. . . . Which of your books do you regard as the greatest? (This was in 1895.)

"Howells—I have always taken the most satisfaction in 'A Modern Instance.' I have there come closest to American life as I know it.

"Boyesen—But in 'Silas Lapham,' it seems to me you have got a still firmer grip on American reality.

"Howells—Perhaps. Still, I prefer, 'A Modern Instance.' 'Silas Lapham' is the most successful novel I have published, except 'A Hazard of New Fortunes,' which has sold nearly twice as many copies as any of the rest.

"Boyesen—What do you attribute that to?

"Howells—Possibly to the fact that the scene is laid in New York; the public throughout the country is far more interested in New York than in Boston. New York, as Lowell once said, is a huge pudding, and every town and village has been helped to a slice or wants to be. . . ."

All Over The World

Apropos of the various proposals being made in England to meet the increased cost of the newspaper, one writer recalls a picturesque incident of a century or so ago. The Lincoln, Rutland, and Stamford Mercury was subscribed for by his great-grandfather, during the last decade of the Eighteenth Century, and he shared the expense of the paper with a lawyer who lived at Gainsborough. The "old Lincoln paper," as it was called, came out on Friday. The Gainsborough lawyer received it first, and apparently it went the rounds of his friends until the following Tuesday. On this day, being marketday, the writer's great-grandfather would ride over to Gainsborough, transact his business, and call for his paper. Then, when he and his immediate relatives had done with it, it went on to the curate, and so through the village, until, at the end of a fortnight or so, when it would be returned to the Hall, every villager would be familiar with its contents.

It is gathered from the Quarterly, a Rio de Janeiro magazine printed in the English and Spanish languages, and published with friendly intent toward the United States, that northern firms striving to do business in Brazil take too much for granted. "To the average South American," says the publication named, "the fact that a business house in the United States approaches him with an offer to sell him goods, and carefully, if not always tactfully, inquires into his credit rating or asks for cash in advance, seems just a little bit startling. Why should not the distinguished North American exhibit his own credit rating, thinks our South American friend, naturally enough, and make the thing reciprocal? Why not, indeed? The rule surely ought to work both ways."

This recalls an experience of the eccentric humorist, Bill Nye, with a Chicago bank. A stranger in the city, he asked to have a check cashed. The teller demanded that he be identified. After some searching, the humorist found an acquaintance who was known also by the bank officials. Nye's check for a considerable sum was cashed. The teller, who, in the mean time, had been introduced to the applicant, took the liberty of recommending to him, as a matter of prudence, that he re-deposit such part of the cash in his possession as he did not need for his immediate use. His friend indorsed this advice. But Nye hesitated, seemed to be thinking deeply, and finally said, "All right, but this bank must be properly identified before it gets any of my money."

Hirsbrunner & Co.

1 NANKING ROAD.

Agents for

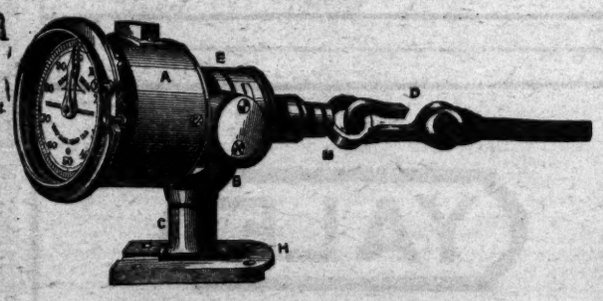
ADMIRALTY CHARTS

Prismatic binoculars

Negretti and Zambra Telescopes

Marine Chronometers, Deck watches, Lever Engine Room clocks, Lever Saloon Clocks, Lever Chart Room Clocks

Barometers, Thermometers, Hygrometers, Negretti and Zambra's Sextants

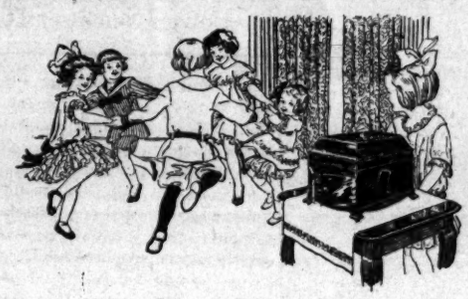


Walker's 'Cherub" Ship Logs

Taffrail Bliss Logs

Lord Kelvin's Standard Compasses

Everything pertaining to navigation. Send for Catalogue.



This is the Victrola IX, $50

Why children need the Victrola

It's a playmate to them. Keeps them out of mischief. Plays for them to dance or romp—or sings and tells them stories.

But it gives something greater than amusement. A Victrola in the home helps shape the spiritual and mental growth of children, helps form their characters and tastes, helps educate them. And it's a great help to every mother!

Is there a Victrola in *your* home? You may think you can't afford one, but we'll show you that you can. You'll say you never heard of more generous terms than ours. Victrolas $15 to $400. Come in today and hear *yours*.

VICTOR AGENTS

S. MOUTRIE & CO., LTD.

3, NANKING ROAD

Washable

"Synoleo" Color Wash

An Oil Paint thinned with Water applied like Distemper and drying as hard as Cement.

Gives Flat Enamel Results at Distemper Cost

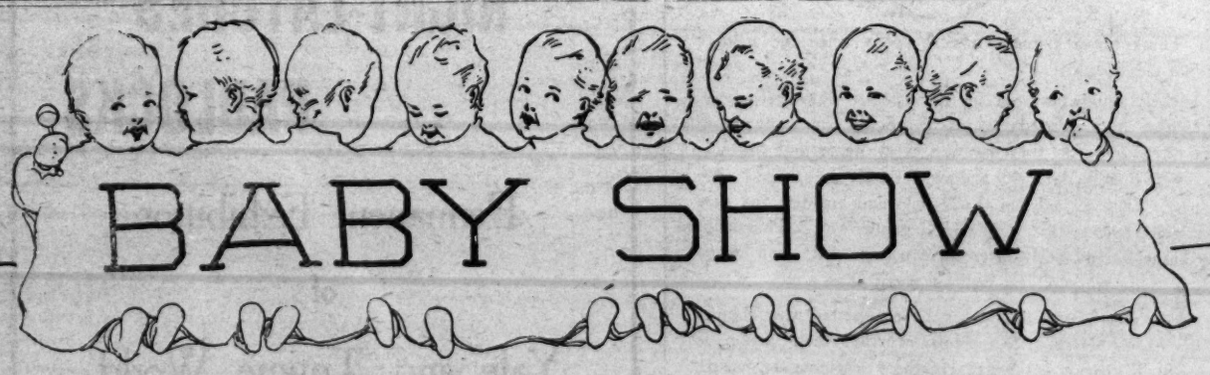
Specified by all the leading Architects

Further Particulars and Book of Colours stocked in Shanghai from Branch House of Actual Manufacturers

Wilkinson, Heywood & Clark Ltd

2A *Kiukiang Road.*

'Phone 2010



BABY SHOW

Your Baby will be a Prize Winner if nourished on

BORDEN'S EAGLE BRAND MILK

The oldest and most reliable condensed milk on the market

FOR SALE BY ALL DEALERS

Connell Brothers Company

Agents: Shanghai, Hongkong and Singapore

INTERNATIONAL CLEANING AND DYEING WORKS

F. 126 Bubbling Well Rd

have opened a new receiving office at 6A Broadway

(Scotch Bakery)

THE KAILAN MINING ADMINISTRATION

KAIPING Coal Coke

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai and Ramsay & Co., Hankow

SURE OF INDEMNITY FOR TEUTON VICTORS

But Suedekum, Socialist Leader, Doesn't Expect Early Triumph of U-Boats

ADMITS GERMAN HUNGER

But Says Most Swine And Cattle Will Be Killed If Necessary

Stockholm, March 27, (via London.)—Dr. Albert O. W. Suedekum, one of the best-known leaders of the majority Socialists in the Reichstag, in an interview here with the correspondent of The Associated Press, said that any German who thought the submarine war was going to bring England to starvation in six months was deceiving himself. He added, however, that such a result was not necessary for German victory, which, he declared, was certain, with indemnity.

Dr. Suedekum said he was convinced that England hitherto had been sending only enough troops to the Continent to keep her allies contented, but that now it was necessary for her to change her course. He declined to hazard a prediction on the result of the possible participation of America in the war on the side of the Entente, but added:

"Anyhow, America has been virtually in the war practically since the beginning. If it had not been for American ammunition the war would have ended in 1915."

In reference to a statement, attributed to Ambassador Gerard, that the food situation might affect Germany's military strength. Dr. Suedekum said:

"There is not the slightest danger of that, ever in the improbable event of the war lasting a year or two more. If other foods fail, we can increase our meat rations. We have 17,000,000 swine today, and the normal number before the war was only about 19,750,000. We have about 7,500,000 cattle against a peace norm of about 1,000,000 or 1,500,000 more. If necessary we could butcher all but a minimum number of brood animals.

"The extreme cold of the last few weeks made it impossible to transport potatoes, and we had only one or two pounds weekly for each consumer in the big cities. If the people had been required by regulation thus to limit consumption they would have considered it impossible, but when faced by hard necessity they did it, with the result that we have an additional month's supply of potatoes on which we never reckoned. It is true we are short of food, but we are not starving."

In regard to the split in the Socialist Party Dr. Suedekum said:

"The small minority which broke away from the old party is merely a sort of safety valve for blowing off the pressure of discontent. There is bound to be a certain number of disgruntled individuals and malcontents in every party, even in normal times, and naturally much more so in time of war. These people must have an outlet for their discontent, and the seceding Socialists furnish this outlet. The secession movement is of no consequence, the seceders themselves being split up into various groups. I predict that these divisions will disappear with the coming of peace."

Dr. Suedekum is recognised as an expert on municipal problems and is well known in the United States, where he delivered a series of lectures in 1910. At the outbreak of the war he went to Italy to try and persuade the Italian Socialists to support Italian intervention on the side of Germany. Later he was decorated with the Iron Cross for his services at the front.

YALE PREPARES FOR WAR

Hostilities Will Cancel All Intercollegiate Athletic Contests

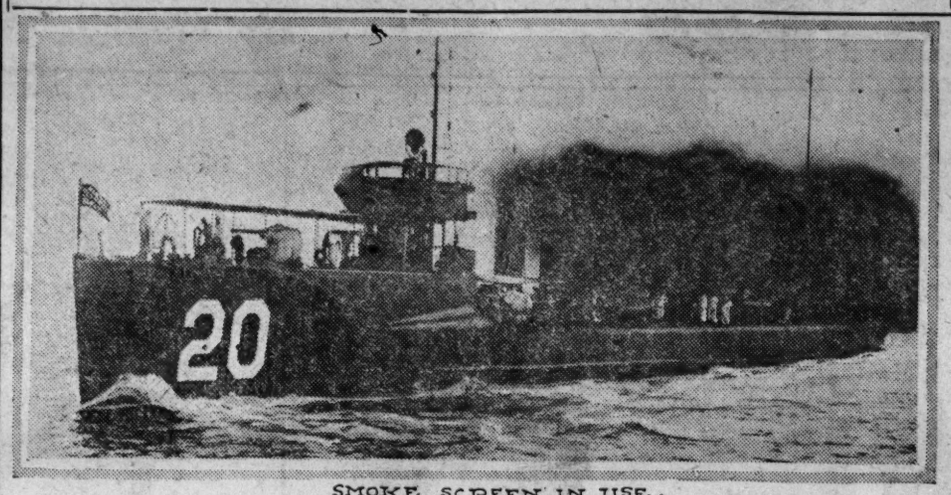
New Haven, March 27.—A memorandum on the attitude of Yale University in the present crisis was issued today. In case of a declaration of war or of other national emergency requiring military training or service by a large proportion of the students, all intercollegiate athletic events for the remainder of the present university year will be canceled.

The general attitude of the university has been officially set forth in resolutions pledging support to the National and State Administrations which were adopted by the corporation on February 17. The university will remain open and carry on its regular activities in case of war. No change is contemplated in vacations, examinations, or commencement unless the Government should require use of buildings or equipment.

As Yale's situation is favorable for local military training, students, unless called elsewhere, are expected to remain at regular work volunteering for the units organised in the university if they desire to do so and with their parents' permission. In case of declaration of war the university will provide daily military drill immediately after the Easter vacation.

Students having leave of absence because of orders from the Government will receive credit toward a degree for satisfactory work in the military or naval unit with which they serve. No specific rules will be made at this time covering scholastic credits and degress. Faculty volunteers will have salary allowances to be determined by the Prudential Committee.

U. S. Navy Destroyer Using The Smoke Screen



SMOKE SCREEN IN USE.

The American destroyer squadron probably is being used extensively in the convoying of American merchant ships and in keeping the ocean lanes open. This picture shows how the smoke screen is used to conceal the movements either of merchant ships, which the destroyers might be convoying, from the observation of submarines, or to conceal the operations of battleships from enemy destroyers or other war vessels.

Diplomatic Relations Between China And The Powers Since And Concerning The European War

(Continued from Page 10)

may concede for the moment that Kiaochow's neutrality is qualified. If the German invasion of Belgium as a short cut to France is indefensible, then the Japanese landing at Lungkow, in order to march on Tsingtao across the hinterland at the rear, is similarly indefensible. This is not all, for in the wake of the Japanese march across the promontory from north to south, the local population had to suffer all the rigors and hardship of warfare.

Against this beach of neutrality China protested. Japan replied that, as the Germans had made Kiaochow a military base for belligerent purposes and the capture of enemy vessels, they had already infringed the neutrality of this country. If China could not fulfil her duty by protecting her own neutrality, Japan was in her turn released from her obligations to observe it. In other words, China was to blame, all international law or Hague conventions to the contrary. If this line of argument is correct, then Germany is also irreproachable, since Belgium can not prevent her neutrality from being violated.

Writing on the Wall

Here we have a typical illustration of the jibe that international law is only for the states who are strong and not for those who are weak. This accusation is in some respects difficult to deny, but it is only to be expected, when one remembers that above the independent sovereign states there is no machinery by which a recalcitrant or law-breaking state can be held to strict account for its misdeeds. As long as human nature remains imperfect, no laws, and least of all, international law, can be perfect. Water cannot rise higher than its source. The remedy lies, however, in educating public opinion and public conscience, so that no law-breaker will ever escape condemnation or punishment.

If we are inclined to shake our heads at the seeming immutable perversity of human nature, we should lift up our eyes and look westward. On the battlefields of Europe, do we not see signs of encouragement? To those states who think they can break all laws with impunity, the vision brooding over those gory fields may well spell the writing on the wall—"Mene, mene, tekel, upharsin." I think it was Lincoln who said that one could fool *some* men *always*, or *all* men *sometimes*, but not *all* men *always*. Similarly, a state, be it however powerful, may break *some* laws *always*; it may even break *all* laws *sometimes*; but it can never break *all* laws at *all* times. If the present war holds out any hope for humanity at all, surely the one shining hope is that justice, like the center of gravity always succeeds in finding its equilibrium. Place it or distort it how we will, it will ever unerringly recover its true position.

Nevertheless, to return from our digression, even under the present dispensation of imperfect justice, the weaker states are not without relief. For, against the Japanese rejoinder regarding China's impotence in the protection of her own neutrality, Articles VIII and XXV of the 1907 Hague Conventions, No. 13, may be cited. These articles combined, lay down that a neutral government is only bound "to employ the means at its disposal" to prevent any infractions of its neutrality. That is to say, a neutral is bound to do what he can, and not what it is impossible for him to do. So long as he uses the "utmost diligence" within his power to prevent any unlawful acts from being committed within his territory or waters, he cannot be charged with negligence or connivance. Accordingly, unless China can be shown that she has lain supinely on her back, while the Germans were committing various breaches of her neutrality without any shadow of protest on her part, it is unfair for Japan to saddle the responsibility of violation upon China's shoulders. Besides, it is feeble defence to justify one's wrong by quoting a third party's wrong. If two blacks cannot make a white, then no more will two breaches of neutrality make a valid international law.

Shantung Railway

Under the Kiaochow agreement, Germany is given the right to build two railroads from Tsingtau to Tsinanfu. But in the construction of these lines, the convention provides that "Chinese capital may be invested in these (railway as well as mining) operations, and arrangements for carrying on the work shall hereafter be made by a joint conference of Chinese and German representatives." When the Japanese besieged Tsingtau from the hinterland, they got astride of this railway and then seized the terminus at Tsinanfu, which is far away from Kiaochow and situated in the heart of Shantung province. China protested, and Japan justified the seizure on the grounds of German property and military necessity.

Now the claim of German property is untenable, since the line in question is not German government property, but a Sino-German concern. Even if the proportion of private German capital is such that the line is more German than Chinese, the claim is still invalid, for private enemy property cannot be confiscated. If this is true of property in a territory under the military occupation of an enemy belligerent, such private property is even doubly protected from confiscation when found in a neutral territory. What is more, the belligerent in this case has already violated China's neutrality by occupying its territory, and this not only without its sanction but in spite of its protest. Subsequently it seemed that this claim was never seriously entertained, for when Baron Kato, the Japanese Foreign Minister at the time of the rupture with Germany, was afterwards interviewed on his resignation from office by a deputation of his own countrymen, he admitted that the German title to this railway was doubtful.

'Military Necessity'

But probably the more substantial reason for the seizure is "military necessity." In the words of the Imperial German Chancellor, "necessity knows no law." According to the Japanese General Staff, if the railway is not seized, the enemy may attack the besieger from behind. This is a serious menace to the safety of the besieging force, and therefore its occupation by the enemy is unthinkable. If the siege operations against Tsingtau are not to be interfered with or jeopardised, then it is necessary that the security of the besieging force is safeguarded by adequate means. Accordingly, it is necessary to seize the railway and deprive the enemy of any outside assistance. Now this may be strategy, but it is not law. For it is just on account of this sort of warfare that Germany stands condemned in the eyes of the civilised world. It is a crime for Germany to attack France through Belgium, although military necessity dictates that that short road will accomplish the maximum results in the minimum of time. *Mutatis Mutandis*, the seizure of the Kiaochow-Tsinan railway is a flagrant violation of China's neutrality.

The German Boat Incident

Lastly, we have a fourth case of violation. During the blockade of Tsingtau, a German torpedo boat ran aground on the Chinese coast. Thereupon a Japanese vessel went and captured it. This capture having been effected in neutral waters, outside of the limits of the leased territory, China also protested. The seizure took place in neutral territorial waters, and is therefore a direct contravention of Article II of the 1907 Hague Conventions, No. 13, on neutral rights and duties in maritime war. That article provides as follows:—"Any act of hostility, including therein capture and the right of search, committed by belligerent warships in the territorial waters of a neutral power, constitutes a violation of neutrality and is strictly forbidden." Nor can the seizure be justified on the ground of continuous chase; for it is established, that as soon as the vessel chased comes within neutral waters, the pursuer must abandon his pursuit. If he continues his pursuit and makes the capture in neutral waters, such seizure is not only invalid, but also a violation of neutrality.

(To be continued in Tuesday's THE CHINA PRESS.)

JAPAN'S TRADE WITH U. S. IS THREATENED

America May Assess War Taxes On Imports, Including Silk and Tea

Tokio, Arpil 20.—Japanese trade with America, particularly the silk business, received a blow yesterday when merchants here were informed by their New York agencies that the American Government was planning to assess war taxes on many import articles which would gravely affect this country's trade with the United States.

It is reported that among the articles which the American war tax will cover are raw silk, silk tissues, cotton textiles, rubber and rubber goods, timber and lumber, oils, tea, coffee, camphor and silk manufactures. It will be seen from this list that Japanese commercial life will suffer seriously should the United States take such action.

Raw silk has been non-dutiable so far, but the present plans call for a tax of between 10 and 20 per cent *ad valorem*. In the opinion of Japanese exporters American weavers will eventually transfer the increased burden to their customers, but this would cause a shock sure to react in Japan. Habutai and other silk tissues will be taxed at 50 per cent *ad valorem* which means an increase of 5 per cent in the cost of those goods. Silk manufactures will be affected more, their duties being raised to 55 per cent. The recent heavy increase in America's wealth is such that the increase in the cost of those daily necessities may be easily borne, but Government authorities here declared yesterday that eventually it would tell on the demand for those goods in America.

Will Stop Exports, Too

An official message received from Washington yesterday said that America probably would prohibit the exportation of all important goods which the country needed. A bill was introduced into the House of Representatives April 16, authorising the President to prohibit the export of any goods he believes should remain in the country.

Speaking of the proposed ban on imports, authorities in the Department of Agriculture and Commerce said yesterday, that no official report had yet been received by the Government. It has been supposed that since America decided to join the war she might readjust her finances by the creation or raising of import taxes, but it was doubted that she had planned such an emergency measure so soon. Moreover, raw silk, silk tissues, and some other goods mentioned in the despatches which commercial houses have received are important materials which America requires. Even in France where a strict ban on imports was recently proclaimed these goods have been exempted from the prohibitory order. The authorities here say that the report is doubted by the Government but that if it is well founded Japan must be heavily affected.

Mr. Shido, Chief of the Silk Conditioning House in Yokohama, is quoted as saying that raw silk was taxed at the time of the American Revolution, but that the tax proved a failure and since then no levies on the goods have been attempted by America.

"It is a surprise to me," he said "although America has resolved to adopt the scheme now that she is going to raise an immense sum of money for the conduct of the war. It is, however, inadvisable that the United States impose restrictions on silk at present, because she has to compete with Italy and France in Central and South American to extend her market. I hope that the proposal will be tabled ultimately on account of the opposition from the weavers. In France, too, the same proposal was started some time ago, but it was dropped owing to the weavers' opposition."

'Effect Won't Be Serious'

According to Mr. Okada of Mogi and Company the ultimate effect of this measure, if adopted, will not be serious, although it may be equally affirmed that by the increased cost the demand for silk tissues decreases and in turn causes a falling-off in the demand for raw silk and habutai. In his opinion all depends on the attitude of American buyers.

In the Yokohama market the effect has not been very serious, although a temporary shock has caused a setback not only in the spot marked but on the exchange. Trading opened weaker, yesterday, but at once picked up. Prices also advanced bouyantly. In the spot market, too, the temporary shock of the report was felt keenly on Wednesday evening, but yesterday a firm tone was maintained. Only business was slack and quiet, but the coming of a reactional activity was expected by all.

A WORD OF CAUTION

DON'T NEGLECT YOUR KIDNEYS.

Keep the kidneys well. They do more work than any other organ of the body, because the blood all goes to the kidneys thousands of times a day to be filtered and purified.

Think for a moment what happens when the kidneys do not act properly.

These impurities stop in the system. They are poisons, and cause more different kinds of trouble than any other sort of poison, for they saturate every nerve and tissue.

But Doan's Backache Kidney Pills are the special kidney helper. They act only on the kidneys and bladder, and they heal and correct their action in a gentle way. That helps the kidneys to properly filter these poisons out, and when this is done you will be well in every fibre.

You may be ill, and never have suspected your kidneys as the cause. If so, note carefully whether their action is normal. Is there a sediment? Is there rheumatism, neuralgia, sciatica, gravel? Are you excitable and nervous, sleepless and irritable? Is the stomach right? Do your limbs swell (dropsy)? Have you no ambition, no life?

These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

DOAN'S BACKACHE KIDNEY PILLS

丸腎保製秘氏安兜

FOR

LAND SURVEYING

Of Any Description

SEE THE

CHINA INVESTMENT CO.,

18 NANKING ROAD,

'Phone 4757

MIKIMOTO'S

Culture Pearls and Jewels

MIKIMOTO PEARL STORE

31 Nanking Road, SHANGHAI

YALE

DOOR-LOCKS

NIGHT-LATCHES

PADLOCKS

Permanent Exhibition of Yale and Towne World-renowned Products at

Mustard & Co's. Sales-Rooms

22 Museum Road, Shanghai.

Wholesale Distributors

DR. R. W. DONOHOE

THE AMERICAN DENTIST

11A NANKING ROAD

(ENTRANCE OVER DENNISTON & SULLIVAN)

The Best American Make

ARROW COLLARS

GIVE THE GREATEST SATISFACTION IN STYLE, FIT AND SERVICE

B. MONTIETH WEBB & CO.

Hong Kong China Agents

KODAK Finishing

Fastest and best work in town

Get your work done right.

Burr, 2 Broadway

RUSSIAN REDS AND DUMA PARTY JOIN HANDS TO WIN WAR

Having Together Overcome Oppression at Home, They Turn Now to Present United Front to Enemy on Their Borders

FORM OF GOVERNMENT CAN WAIT WHILE FIGHT IS ON

National Assembly, Representing All Classes, Will Decide Finally Between Constitutional Monarchy and Republic

By Arno Dosch-Fleurot

Petrograd, March 24. (via London, March 25).—The two parties which worked together on a broad basis to bring about the success of the Russian revolution are now attempting by mutual concessions to bring the country safely through the war.

The Reds and the Duma Party

The "Council of Workmen's Deputies," which appealed to the Duma to recognise a state of revolution and to act accordingly on Monday morning when the revolution started, is the radical wing. In it are the labor bodies, the Socialists and numerous radicals of various shades in the country and the cities. They are designated the "Reds." They did the actual work of developing the revolution once the revolt of the army against the police gave the opportunity, and it is generally agreed are entitled to the greatest credit for the dangers faced and the energy shown in that task.

The more conservative wing is the Duma party, unmoved by the sweeping ideas of social reform espoused by the Reds. They do not desire to upset the existing social order but only wish an effective government along ordinary democratic lines.

They had an effective national organisation in the Zemstvos, capable of undertaking the difficult task of reorganising or, rather, really for the first time organising the interior of the country. The industrial war committees are also in the hands of the same type of men.

Foundation for Revolution

Long before the revolution there was open opposition to the Government by the Duma and the Zemstvo committees, which thereby prepared a groundwork for its overthrow.

Thus both wings played important roles in the revolution, though the Duma party alone was organised to take over the Government. But Ministers, notably Kerensky (Minister of Justice), were chosen in recognition of the part taken by the radical party. During the revolution, when the Tauride Palace was its hot center the Labor Deputies and the Duma committees sat in separate rooms, coming to terms. This was made easier because both early agreed on the necessity of the Emperor's abdication.

Most of the radicals wanted an immediate Socialist republic, but the cooler heads on all hands convinced them that it was impossible to make so radical a change in the middle of the war, and the Ministry now in power was chosen by joint agreement between the Duma and the radicals.

Awaiting National Convention

So, while the eventual demands of the two wings are widely separated, the immediate purpose of both is to support the present Ministry until the National Convention meets. This may be soon but the general opinion of the more conservative is expressed in the wish that it be delayed as long as possible, because all the fat will be in the convention fire.

Petrograd is still under the influence of the actual clash of the revolution, so it is difficult to judge here of the sentiment of the country. But from excellent independent sources I learn that the opinion of the leading men of the type of membership in the Provincial Zemstovs is that a National Assembly held during the war is likely to cause grave internal complications.

The radicals of Russia are not confined to the cities and manufacturing districts, but are equally active in the farming districts, where, because of ancient injustices, the red propaganda finds a ready hearing. The reds can count in the convention on the support of delegates from all parts. Many radicals even fear action too quick for Russia's good. Democratic Russia, they feel, is too naked and new to face the whole problem of freedom at once.

Undoubtedly there are wild rumors abroad of risings of the masses against the upper classes, but while anything seems possible after the astonishing ten days I have seen, I personally do not believe there are disorders of that kind. Considering the deliberate repression of Russian peasants and workmen under the old empire, they behaved admirably.

Marching and Singing

The nature of Russians when moved deeply and emotionally was never better shown than in their acceptance of their new freedom. Their first inclination was to march and sing.

I have followed, especially in the evenings, groups under the red banner exercising this unwonted privilege and have been struck by their reverential, almost holy, awe before their happy fortune. They made a moving spectacle, stopping before the palaces and burned police stations, singing patriotic songs with rapt faces.

This was in Petrograd, where it was expected freedom would be first abused. These men control entirely the work of the city, the Workmen's Council agreeing first to let the munition and artillery workmen return. Then they started the street cars, and now are gradually returning to all factories.

Unions for all branches of labor are forming, including domestics, who demand (and the power of the Council of Workmen is so complete they need not even strike to have) the ten-hour day.

So far the street cars stop running at 7 o'clock in the evening, because the workers are busy at union meetings at night. The ishvoshiks (small public sleighs) are also supposed to stop at 7, but a few are abroad in the evenings, demanding high prices. I rode in one last night, and the driver was constantly chided by soldiers on police duty for being late. He was also chided for reckless driving.

"Citizen Ishvoshik, mind better your road"—all in the habitually amiable tone of the Russian peasant.

Feel Their Responsibility

The soldiers and workmen feel their responsibility and power, and, while showing admirable moderation, feel they must gain what privileges are possible while the power is in their hands. Obviously there is close unity between the army and the people, faces everywhere glowing with aspirations, rather touching in the simple desire to live free.

On good information the situation has been less dramatic in Moscow, where work never ceased and acceptance of the new democratic regime was entirely mental. In Petrograd enough blood was shed and enough violence exercised to stir the blood, but the actual demand for vengeance on the old order vented itself mostly against the police and police records, so that before the revolution was over, the heat of revolt against the old order of society was dying.

The first few days, when bodies of workmen were constantly arriving at the Duma to urge the workmen's deputies to demand immediate adoption of their entire program, made me fear further disorder, but that period is definitely past, and further difficulties of a similar nature can only come from a difference of opinion as to the reorganisation of the social order at the time of the National Convention.

Petrograd alone had blood letting, giving it temporarily greater political heat. The rest of the country may be content, since it had no bloodshed. It is impossible at this time to see far into the future, but my information makes me believe the nation wil steer a central course, rather radical, however, than conservative.

Factory and Land Reforms

Whether the form of the future government is democratic or a constitutional monarchy, the workmen and peasants will demand and will have representation to enforce acceptance of certain Socialistic measures bearing on operation of factories and ownership of lands.

The tone of Petrograd is communistic, and the insistent attitude of the workmen is accepted in good part by the other citizens. The householders all serve as police at certain hours, parading the courtyards while the soldiers are policing the streets, which are all free from disorder—at night the streets are empty.

Russia's future peaceful progress depends on the ability to get together admirably exhibited by the two committees, even in the hottest time at the Duma. The only serious danger of disagreement at any time was due to the demand for peace by a small group, never influential.

On one point all are agreed—they must finish the war victoriously and did the country of the monarchical German invader in order to clear the theater for the country's development. To do that successfully, advices from various parts of the country convince me, it is advisable to delay the Constitutional Assembly and the attendant, unescapable conflict of the interests of the different classes.

Russia can see her path ahead but is not yet out of the woods. Meanwhile the new Government is developing so rapidly through new public committees of the common good that it is impossible to follow the details.

As a striking example of the spirit of the times, all prisoners in Petrograd were released but there has been practically no crime. Four men sentenced to hard labor for crimes have been guarding some gold shipments. That is only one story of the deep regeneration. Minister of Justice Kerensky has issued an order that prisoners returning voluntarily will have their sentences cut in half. The abolition of capital punishment is a banality in these times in Russia.

Dvornek, formerly an unwilling agent of the police, has said publicly:

"The French Revolution 100 years ago was to get such liberties as were possible at that time. The Russian Revolution, after 100 years of advancement and social reform, must have all."

The Best Peace Insurance -:- By Winsor McCay

BRITAIN GIVES U. S. AID IN WAR PREPARATION

Furnishes London Embassy Full Information On Economic Features

PART WHICH WOMEN TAKE

Ambassador's Entire Staff Engaged On Reports On British Methods

London, March 28.—Information regarding the way in which Great Britain has been handling her war problems is being gathered by the American Embassy here for the use of the American Government in the event of war with Germany. Already Ambassador Page has forwarded to Washington details touching upon the various phases of Great Britain's conduct of her share of the war. A part of the embassy staff has been put upon this work alone, and it has been turning out a mass of informative details. The stream of data will be kept up indefinitely.

The details of how Great Britain raised her volunteer army; how later she changed to conscription; how she organised her munition works, with many thousands of women employes; how she adjusted her finances; how shipbuilding has been going on; how the food control is working out, to say nothing of a myriad secret details regarding the army and navy—all this is being sent on to Washington.

As it was explained to The New York Times correspondent, the British Government has thrown all avenues of information open to America's official representatives, and there is no question that Washington asks that London does not readily answer. In short, Great Britain is giving America full advantage of her whole experience in every phase of the war.

One important feature of the information deals with the handling of the British railroad system, not only as regards the transportation of troops but of food and supplies to the ports whence they are shipped to France. This has been the most gigantic achievement in railroad operation known in history. The whole railroad system has been put at the disposal of the Government and has hauled hundreds of trains for war purposes every day without disorganising ordinary traffic.

How women who never did hard work before were organised for munition manufacture, doing work that is admitted to have had a vital effect in increasing the output of shells for the army at the front, is being told to Washington.

A delegation of the American Chamber of Commerce called on Ambassador Page a few days ago and offered the chamber's services in any way to aid America in England. The Ambassador promptly asked the chamber to collate statistics of exports and imports and other matters of commerce and finance relating to British-American trade, and this information is being whipped into shape to be sent on.

All this is naturally done to aid America in organising her own forces in the event of war with Germany. But at the American Embassy the word "war," as Ambassador Page expresses it, is not in the vocabulary. Nobody at the embassy speaks officially of the possibility of America going to war with Germany; but outside the Embassy there is not an American in London who does not openly say that he expects America to be in the war soon after the reassembling of Congress.

London, March 28.—The staff of the American Embassy, who are devoting their time to preparing information for the Government at Washington which is expected to be useful in the event of war with Germany, are devoting most of their time to economic rather than military problems.

Leading subjects are those having to do with transportation and finance and the organisation of new departments, such as those of munitions and blockade. A feature is being made of war work for women, especially in munitions factories.

Methods of taking over factories, increasing their output and meeting problems in connection with the treatment of workmen also are receiving careful attention. Financial measures designed to prevent panics and other troubles are being studied, as well as methods of issuing loans and other war credits.

Among the other problems under consideration is that of internment, in which the embassy has had a large experience in its capacity as representative of various belligerents. The recent relinquishment of the interests of Germany releases several members of the staff for this purpose, and they are now supplementing their knowledge. The control and protection of shipping also will be an important part of the report. In all this work the British Government has shown the greatest willingness to impart the desired information. The embassy staff also is making a report on the British censorship. The American Government already is in possession of a report made by American army officers on the British system, which consists largely of examples of things which should not be done by a censorship.

The Oriental Cotton Spinning Co., Limited.

NOTICE IS HEREBY GIVEN that the Annual General Meeting of the Oriental Cotton Spinning Co., Ltd., will be held at the Office of the General Managers, 4 The Bund, on Tuesday, the 1st day of May, 1917, at 3 o'clock in the afternoon.

NOTICE is also given that an Extraordinary General Meeting of the Oriental Cotton Spinning Co., Ltd., will be held immediately after the conclusion of the Annual General Meeting for the purpose of considering and, if thought fit, passing as extraordinary resolutions the following, viz:—

(1) That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that Edward Andison Mackay, C.A., of 3B Peking Road, Shanghai, be and he is hereby appointed Liquidator for the purposes of such winding up.

(2) That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company to be named The Oriental Cotton Spinning and Weaving Company, Limited, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.

(3) That the draft Agreement submitted to this meeting and expressed to be made between this Company and its Liquidator of the one part, and The Oriental Cotton Spinning and Weaving Company, Limited, of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorised, pursuant to Section 185 of the Companies' Ordinance (Hongkong), 1911, to enter into an Agreement with such new Company (when incorporated) in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient.

Should the above resolutions be passed by the requisite majority, they will be submitted for confirmation as special resolutions to a second extraordinary general meeting, which will be held on Wednesday, the 16th day of May, 1917, at the same time and place.

The Transfer Books of the Company will be closed from the 25th April to 1st May, 1917, both days inclusive.

Proxies to be valid must be lodged at the Company's offices not less than 48 hours before the time of holding the Meeting.

By Order of the Board of Directors,

H. E. ARNHOLD,
General Managers.

Shanghai, 19th April, 1917. 13593

OSRAM

G.E.C. LAMPS

are exclusively the product of

British Capital, Labour and Materials

SOLE IMPORTERS FOR CHINA:

THE GENERAL ELECTRIC CO. (OF CHINA), LTD.

HONGKONG-HANKOW-SHANGHAI.

7 Jinkee Road, Shanghai

Tel. 1606 & 1608

JUST ONE AFTER DINNER

will prevent that uncomfortable heavy feeling and aid digestion. Two taken at bed-time dispel Constipation as gently as nature next morning.

PINKETTES

cure Biliousness, Sick Headaches, Liverishness, clear the complexion and sweeten the breath. Of all chemists, or post free for 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NO PAIN
NO HIGH PRICES
YOU DON'T PAY TOO MUCH IF YOU PAY MY PRICES

Don't lose time. Decayed teeth are unsightly and unhealthy. Neglected and decayed teeth ulcerate; ulcerated teeth must be removed. I aim to save teeth, not remove them. But when extracting becomes necessary, I do it absolutely painlessly and without danger, with my secret preparation called

KILL-PAIN

Call, and if your teeth are not extracted painlessly, pay me nothing. All my gold Crowns are "heavily re-i fo ced 22 krt. gold" and they never wear thr ugh. I guarantee that you can use them for a lifetime.

Crown and Bridge Work.....$10.00
Rubber plates guaranteed to fit ...$25 00

DR. C. CAMERON'S
DENTAL PARLOR
34 Nanking Road, Shanghai

The qualified Optician
British Diploma
N. LAZARUS
12 Nanking Road
Opposite Robinson's Piano Co.

"KRYPTOL"
WHITE UNDERCOATING

Kryptol is a dense white pigment ground in a special vehicle, requiring only the addition of pure turpentine to be ready for use.

Covers **Ningpo Varnish** and dark paint in **one coat.**

"Kryptol" for labour saving and quick results.

One coat is equal to two coats of White Lead (1 lb. covers 48 sq. feet).
Dries hard in four hours.
Is non-poisonous and easily applied.
Can be used as an Undercoating for all White Work.

Stocked in 7, 28 & 112 lb. Packages by the Inventors & Manufacturers.

Wilkinson, Heywood & Clark, Ltd. (London & Liverpool).
SHANGHAI.

HOW GERMANS MAKE THE CAPTIVES WORK

Revelations of a Young Belgian Law Student Who Got Away to Holland

MANY HARSH COMPULSIONS

By Which 'Volunteers' for War Work Are Obtained—Detailed Story of Punishments

New York, March 28.—A detailed account of the methods used in German prison camps to force Belgian, French, and British captives to enter German munitions plants is given by a young Belgian law student, who was a prisoner, and, after three unsuccessful attempts to escape, finally made his way across the border of Holland. He has made a signed statement, which is vouched for by the "Oeuver Internationale pour Prisoners de Guerre et internes dans tous les pays," a society which has done much in behalf of prisoners in Germany. A record is being kept of the testimony of prisoners escaping to Holland, and at a peace conference the evidence may be set alongside The Hague convention, which says:

"The State may utilise the labor of prisoners of war according to their rank and aptitude, officers excepted. The tasks shall not be excessive and shall have no connection with the operations of the war."

Here is the story of Charles Met den Anext, Sergeant Eighth Line Regiment, Belgian Army, translated from the Flemish:

"Now that I, after great privations, have reached Dutch territory, I am free and have the right to speak of what I have seen.

"During my imprisonment I have been in twenty camps and I have met people of different nationalities from almost all the camps of Germany. So I was enabled to form a clear conception of the situation. All hard treatment has but one aim: to make the prisoner work, work under conditions which he is not accustomed to, in order to replace the shortage of labor and make more Germans free for the army.

"During the first months of war the prisoners were not obliged to work, but since then every one has been compelled to work.

"In Hanover the prisoners of war work in swamps in order to reclaim land, or in the fields; in Westphalia they work more in factories or mines. The work in the swamps demands a heavy toll of sickness, through the continuous stay in or near the water. Also the field work is heavy on account of the shortage of laborers; the food, the dwelling, and clothing are totally insufficient.

"Finally, there is the work in the mines, factories, also in the munition factories. In these thousands of prisoners of every nationality are compelled to work. Though it is not allowed according to international law, the German Government, through lack of labor forces, now uses every method to obtain its end, lawful or unlawful.

"The ordinary ways used in the camps to bring those who refuse to work, to reason, are:

(a) The withdrawal of one or two meals or of bread.

(b) The cell, which is totally dark, with water and a little over one pound of bread per day.

(c) The pillory, which, through the influence of the neutrals, now fortunately has been practically abolished. This painful treatment, for, indeed, it was painful, existed in one being tied for several hours to a pole, which stood in the middle of the camp.

"I myself underwent this punishment.

"They tied me against the pillory after an unsuccessful attempt to escape from the camp of Muggenberg near Celle. It was June, 1916, and a burning hot afternoon, that they caught me and brought me back to the camp.

"In order to set an example to my comrades, they were put opposite the pole to which I was to be tied. And to prevent manifestations of sympathy they were guarded by a great number of soldiers. I was brought, handcuffed and bareheaded, and I was put with my face toward the burning sun.

"The rope was ready. It was a heavy cord, about twenty meters long, (twenty-two yards) with which they tied me.

"I spare my readers the details to that torture, but I will say that when pulling the rope around me, the soldiers put their feet against the pole in order to exert more force.

"There I stood, tied, bareheaded, in the burning sun, opposite my comrades, who were not allowed to show by word or movement their pity. Then I was beaten in the presence of the officers of the camp till I fainted. When I came to I was tied again against the pole, for I had to finish my two hours of punishment.

"The next punishment consists of physical exercises continued till complete exhaustion. One can understand that many prisoners give in before such punishments and under such duress promise to work.

"Still there are often worse means resorted to in order to make prisoners do war work in munition factories, &c. This usually goes as follows:

"The commander of the camp calls 100 prisoners for work in a sugar factory or weaving mill, in any case something which has nothing to do with the war. They reach their destination only to see that they have to work on the making of munitions, and refuse to work. Then they are shown advantages on the one side, such as much money, good food, &c., and on the other side the results of refusal. If this does not help, two means are used:

(a) Either they are locked in overheated rooms the first few days without food, after that on water and bread; or

(b) They take the leaders apart and these are physically punished till all consent or fall down.

"There are stronger means, but the means mentioned above usually suffice. For those who are of a stronger character and still refuse there are 'the punishing camps.' Thus the Germans obtain voluntary (?) workers for the munition factories, according to a fixed system.

"I will give another example of this systematic way of procedure. Of the following I was (now three months ago) a witness in the camps of Ahlen, Falkenberg, and Fee berg. As everywhere, the non-commissioned officers of all nationalities are free from labor; since February, 1916, they have been collected in special camps, in order to make them do physical exercise. Especially the Russian non-commissioned officers have to endure much. They must run in a hilly country till they fall down, get up again, till they are entirely exhausted; those who cannot keep up are beaten. And I have seen the same thing happen, though on a less big scale, to French, English, and Belgian non-commissioned officers in the same cruel way, to force them to work.

"Much happens in the camps which the world never will know, especially in the smaller camps not visited by neutral Commissioners.

"In 1914 they shot in the camp of Munster in Hanover eleven Belgians at night, under the pretense that they wanted to flee; one sentinel shot without warning at a Belgian who wanted to steal a loaf of bread, and killed another one.

"At Friedrichsfeld a Frenchman, who was brought back to camp after an attempt to escape, was shot. In the camp of Rahelat an Englishman was shot in June, 1916, and in the camps of Foesberg and Ahlen twenty-two non-commissioned officers were wounded by shots fired at them.

"The Commissioners of investigation only come in the big camps, and do not see the many sick people in the small camps, which are the most terrible ones. In the camp at Steenhorst I have seen that the commander, though there was a great need of medicines, refused to receive these from the neutrals.

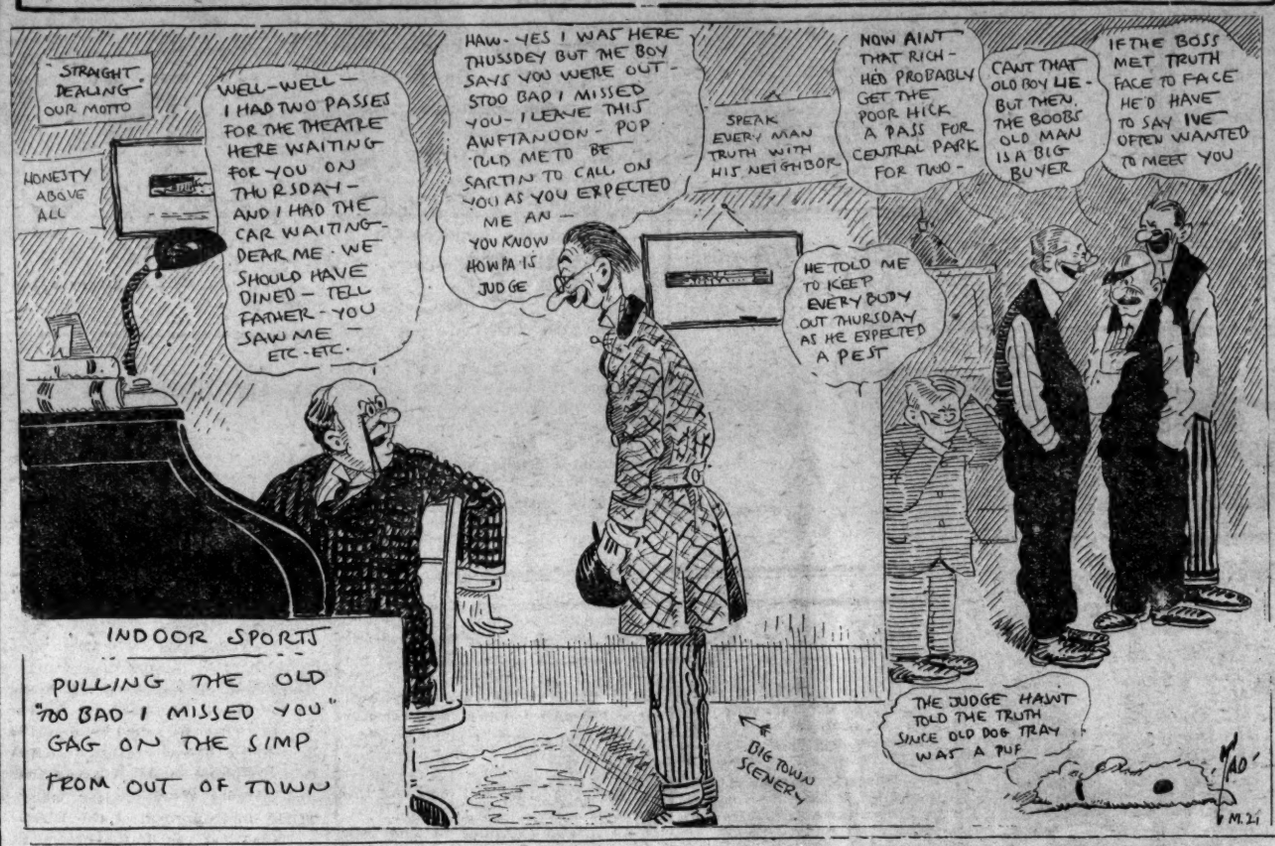
"Finally, there is the political propaganda among the prisoners which tries to sow discord among soldiers of one country. I saw this especially in the camp at Munsterberg, where the Germans tried to promote the revolutionary movement among the Russians by the spreading of pamphlets which were supposed to hail from the Russian revolutionary committees in Switzerland. A Russian student served as a go-between between these committees and the German authorities; on a certain day he had disappeared; as was said transported to an officers' camp.

"In March, 1915, a Protestant, speaking Arabic, appeared at the camp at Celle and preached the holy war among the French and English Mohammedans. All Irishmen were put together in one camp and treated well while the Germans talked to them of a free Ireland. When they did not listen to this, they were sent in groups to the awful 'punishing camps.' The Flemish are treated better than the Walloons. In Celle the civilian prisoners who were Flemish were first sent back to Belgium from where they were taken as 'hostages.' In the 'punishment camps' of Inchtenhorst, where all the Belgium noncommissioned officers were, who refused to work for the Germans, the Flemish were separated from the Walloon and the latter were sent to the more severe 'punishment' camps of Gotlmen and Hameln.

"Before I finish I wish to repeat my wish that what I have written down may help somewhat to improve the conditions in which my comrades exist in the camps in Germany.

"That the neutral Governments may do something for those defenseless unhappy men who have nothing, or no one, to sustain or to help them except their own force of conviction."

INDOOR SPORTS By Tad


STRAIGHT DEALING OUR MOTTO
HONESTY ABOVE ALL
WELL-WELL— I HAD TWO PASSES FOR THE THEATRE HERE WAITING FOR YOU ON THURSDAY— AND I HAD THE CAR WAITING— DEAR ME · WE SHOULD HAVE DINED — TELL FATHER - YOU SAW ME — ETC - ETC.
HAW - YES I WAS HERE THUSSDEY BUT ME BOY SAYS YOU WERE OUT - STOO BAD I MISSED YOU - I LEAVE THIS AWFTANOON - POP TOLD ME TO BE SARTIN TO CALL ON YOU AS YOU EXPECTED ME AN — YOU KNOW HOW PA IS JUDGE
SPEAK EVERY MAN TRUTH WITH HIS NEIGHBOR
NOW AINT THAT RICH - HED PROBABLY GET THE POOR HICK A PASS FOR CENTRAL PARK FOR TWO -
CANT THAT OLD BOY LIE - BUT THEN, THE BOOBS OLD MAN IS A BIG BUYER
IF THE BOSS MET TRUTH FACE TO FACE HE'D HAVE TO SAY I'VE OFTEN WANTED TO MEET YOU
HE TOLD ME TO KEEP EVERY BODY OUT THURSDAY AS HE EXPECTED A PEST
INDOOR SPORTS
PULLING THE OLD "TOO BAD I MISSED YOU" GAG ON THE SIMP FROM OUT OF TOWN
BIG TOWN SCENERY
THE JUDGE HAVNT TOLD THE TRUTH SINCE OLD DOG TRAY WAS A PUP

REPATRIATED FRENCH HAPPY TO GET BUTTER

Liberated Civilians Praise American Relief Workers in Telling of Hardships

With the British armies in France, Thursday, March 22, (via London, March 23.)—The real human interest in the great retreat of the Germans lies in the half-ruined villages formerly occupied by them. The joy of the people over what they proclaim to be their liberation is wonderful to see. A package of well-buttered ham sandwiches, distributed among the children of one village, caused greater excitement than the evacuation of the Germans.

"It is butter!" cried several shrill little voices at once, as the recipients scampered away to their houses to show their mothers, grandmothers, and grandfathers what they had received. Through the open doors could be heard such expressions as: "Praise God, there is butter again in France." The American Relief Commission has been able to distribute flour, coffee, sugar, lard, limited qualities of rice, some cereals, soap, salt, and vinegar, but no butter.

The Associated Press correspondent today had a cup of American coffee, sweetened with American sugar, with a French peasant family living next door to the charred ruins of German dugouts near the bank of the Somme. There was a loaf of brown bread on the table.

"That also is from the Americans," said the peasant mother, who was holding a child of two years on her lap. "We shall never forget the assistance given us by America. It saved us. We have had nothing else since soon after the beginning of the German occupation. When the Germans first began taking our goods, our horses, our cattle, our sheep, our vegetables, and everything else we raised on the farm, they gave us bits of paper, officially stamped by regimental commanders, which they said were bonds, telling us we should present them to President Poincare for payment. Here are some of the bonds," she said, as she displayed at least two score of scribbed acknowledgments of obligations.

"But in the last year or so all we have been able to raise has been taken without even these poor bonds," she continued. "We have been encouraged to cultivate our farms; then everything was taken, and we were compelled to live on American relief. It is terrible, Sir, but you are American. Please have another cup of coffee. I am sorry we have no milk. We had none for more than a year, all the cows having been taken away by the Germans. We have had no fresh meat for nine months."

For a time, the peasants say, they were allowed to keep hens, on the condition that they produce five eggs for each hen weekly for the German authorities. If the hens did not lay five eggs the peasants had to borrow them from their neighbors, and they were delighted when the hens at last were confiscated.

There is an undeniable thrill attached to motoring over the old front-line positions on these changeable Spring days, when chilling snow squalls intermingle with flashes of warm, brilliant sunshine. Within less than a week roads have spanned almost countless trench positions and extended themselves over what once was No Man's Land. Running along these roads in broad daylight, it is hard to realise that six days ago one dared not lift an eye above the parapet of the front fire trenches.

In penetrating the former German positions a lasting memory always is one of endless chains of rusted barbed wire. This has been a most valuable means of defense for the Germans, and, from the amount which may be seen stretching away in every direction as far as the eye reaches, it would seem that all the Germn industrial plants had been turned to wiremaking. It is not the ordinary barbed wire known in America, but the barbs, long and stout, are attached to the wire at intervals of half an inch.

"If it had not been for the barbed wire this war would have been over long ago," a British officer declared.

In leaving the territory recently evacuated the Germans have taken away, in addition to all strong men and boys above 16, all women and girls from 15 years upward who are able to work. A French official communication recently mentioned the taking of fifty women and girls from Noyon. On February 17 last the Germans removed 423 from Nesle. It is said that all women capable of working in German factories or on German farms, who have no children dependent on them, must go.

In taking away the fit population the Germans are replacing these persons by sending back hundreds of aged or infirm men and women from St. Quentin and other places behind their new lines, saying that the burden of supporting the old and infirm is thus placed on the French people.

The problem of feeding the liberated people, who have been suddenly cut off from the American relief administered from within the German lines, is being met promptly. The man in charge of the relief work in the Nesle district is a French soldier, born and raised in this country, but having a Polish father and an American mother. He has two American brothers living in Chicago who also are interested in relief work.

In most of the villages evacuated the Germans left behind enough American supplies, chiefly brown bread, to last the inhabitants for five days. This seems to indicate that they did not expect to be followed quickly, but as a matter of fact British and French patrols entered many village on the heels of the German rearguard.

The more the evacuated territory was explored the greater became the amazement at the amount of labor the Germans put in destruction. Hundreds of giant trees lining the roads had been felled after what must have been prodigious effort. Bonfires had been made of all sorts of farm implements. Some heavy French farm carts had been deliberately sawed in two and all the spokes had been sawed out of heavy wheels.

One rather shocking bit of vandalism was seen today at the Chateau Gorgencourt, just outside Nesle. In the private chapel an ancient coffin containing the skeleton and effects of the well-known Deputy Fontaine had been opened and desecrated. Further outside this same town it was striking to see one plot of land where everything was orderly and in marked contrast to the confusion and devastation elsewhere. It was a most elaborate German cemetery. Some graves were marked with marble slabs and the entire plot was surrounded by granite posts. At one end of the cemetery was erected a great marble statue of an angel of peace with wings outspread and with a German inscription beneath, reading: "Here foes become friends" Bordering the grave yard was a fruit orchard, where every tree had been cut down and the farm house shattered by dynamite.

TALC

the powder of fairy fineness—soft, fragrant as a caress.

ASSORTED ODORS

Wistaria, Coryiopsis, Lilac; also Borated, Baby Talc and Flesh Tint. Guaranteed Pure.

Talcum Puff Co., Mfrs.

Brooklyn, N. Y.

Connell Bros Company.

Oriental Agents.

Shanghai, Hongkong and Manila P.I.

German-Americans Offer Motor-Boats And Service to Uncle Sam

New York, March 28.—Commander Matthew J. Harrington of the United States Volunteer Life Saving Corps appeared at the naval auxiliary registering office yesterday afternoon and placed at the disposal of the Government twenty-seven motor boats which he had personally induced the owners to enroll for war service. Not only will the boats be available, but, in many instances, the owners themselves will man them if a call comes. The work of Captain Harrington, it was pointed out, had shown what one energetic man could do for the country.

The boats offered to the Government through Captain Harrington are as follows and special attention is drawn to the unusual number of German-Americans in the list:

Names and Owner	Length Feet.
Katirzel, Jones A. Hagemeyer.	44.0
Rube II., Charles C. Wildner ..	40.0
Dorothy, Niels Toelberg	40.0
Ora, III., Arthur Garfield Hays	43.0
Mon, William J. Moran	43.4
Toe, W. T. Wheeler	40.0
Monica, J. J. and M. M. McCarthy	38.5
Intrepid, H. F. Pudiger	36.1
Daisy, Charles A. Schiffmacher	35.0
Trio, John Pierson	30.0
Record, Charles L. Edwards ..	36.0
Fro, Oscar R. Foster	32.0
Nirvana, F. G. Suffield	26.0
Sea Horse, Joseph F. Mallard.	31.0
CCIX., W. C. Wilson	25.4
——, George R. Wendeburg ..	15.0
Marathron, Christopher Gans .	20.0
Adelaide, Frank Hlwaf	36.6
Lillian M. Norman Wiggleworth	25.0
Caroline M., John von Holt ..	38.0
Edietha, E. B. Power	36.6
Neva II., T. W. Flowers	35.0
Margaret G., Bert C. Karseboom	22.0
Ruby, L. V. Gatterdam	24.6
Kitty C., Ernest B. Cruger, Sr..	30.6
Missie C., Edwin B. Cruger ..	26.0

The plans of the United States Navy call for a total of 750 privately owned boats of various kinds.

Pour LUX on the troubled waters of the wash

Myriads of delightful Lux wafers are working wonders at the wash-tub all the world over. In colour, these wafers are as cream—to the touch they are as silk. Each single Lux wafer is a tiny missionary for cleanliness and comfort. Their mission is to make cleanliness really delightful and delightfully easy to attain.

LUX FOR WOOLLENS, BLANKETS, FLANNELS AND DAINTY FABRICS.

Sold by all Chemists and Dealers

Agents:

LEVER BROTHERS (CHINA), LIMITED,

3 Kiukiang Road, Shanghai.

Pawnee Smoking Mixture

THE NEAT RED BAG ANSWERS FOR A POUCH.

Westminster Tobacco Co. Ltd.

TRAVELERS CHECKS

SELF-IDENTIFYING Travelers Checks have become popular with the American public simply because they are useful. To carry your funds in the shape of Travelers Checks means two things: First, safety—because each check requires your signature to make it good. Second, convenience—for Travelers Checks are as good as gold, no matter where you travel.

The Travelers Checks of Wells Fargo and Company are known and used throughout the civilized world. They are self-identifying. Wherever you go—to London, Calcutta, or some small American town—your Wells Fargo checks will be readily accepted for full face value by hotels transportation companies and merchants in general. Your identification is easily established.

You sign your name on the checks when you buy them. Then, when you need cash or wish to pay a bill, you sign the check again (countersign it) in the presence of the man who accepts it. Thus your signature identifies you.

Sold at Current Exchange Rates premium $0.50 per $100.00

Wells Fargo & Co Express

WELLS FARGO & Co.,

No. 8 Kiukiang Road,

(Corner Szechuen Road)

Telephone 4241.

OWEN WILLIAMS,

General agent

"STATESMAN" MEANS LEADERSHIP

USE "STATESMAN" BRAND PAINTS. THE LINE OF RECOGNIZED QUALITY. MANUFACTURED BY

CHARLES H. BROWN PAINT COMPANY

WE CARRY A COMPLETE RANGE OF EXCLUSIVE COLOURS — READY FOR USE. PRICES ON APPLICATION

PAINT DEPARTMENT

CHINA-AMERICAN TRADING CO., INC.

13A CANTON ROAD: TEL. 918

Electric Cooking

THE IDEAL METHOD.

The electric Oven, being free from the fumes of combustion does not require to be ventilated, therefore food cooked in it retains its flavour, the natural gases from cooked meat are not carried away through flues, but retained in the oven. A clear, uniform heat is maintained which has the effect of closing up the surface of meat or poultry, thus preventing loss by evaporation

Electric cookers are hired out by the:—

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. No. 2660

CHINA TARIFF ISSUE IN DIET CAMPAIGN

Cotton Men to Induce Trade Associations to Oppose The Government

A new scheme for the conduct of further warfare against the Chinese tariff increase has been drawn up by the Executive Committee elected by the trade associations participating in the campaign at the last demonstration meeting at Osaka. Thus the final decision has been made to make the tariff question a political issue in the election.

The scheme consists in inducing all the trade associations and Chambers of Commerce that did not send their representatives to the Osaka parade to join the active campaign against the question, gatherng the views of the different parliamentary candidates on the problem and disclosing them to the public as a guide to voters. Another lecture meeting was held in the Horiyeza Theater in Osaka a few days ago to unfold the opinion held by industrial men, and sending the resolutions and manifestoes so far passed to the Government.

Besides, a business office for the Executive Committee will be established on the premises of the Japanese Cotton Spinners' Association in Osaka and there the Executive Committee will meet every day to direct the campaign all over the country. Either letters or men will be sent to all commercial bodies to secure their support. The Chief Manager of the campaign is Mr. F. Taniguchi, president of the Godo Cotton Spinning Company.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo:—Mr. Ed. Egle.

Per C.N. s.s. Chenan from Hongkong:—Miss S. Smith, and Mr. E. de Wolf and children.

Per I.-C. s.s. Wosang from Swatow:—Mr. Geo. A. Richardson, and Mrs. Capen and child.

Per I.-C. s.s. Kutwo from Hankow:—Mrs. Russell and child, and Mr. Ennis.

Per N.Y.K. s.s. Yawata Maru from Japan:—Mrs. K. W. Wright, Mr. F. T. W. Wright, Mr. A. G. de Sherbinin, Miss Diendoune, and Miss Cheremilinoff.

Passengers Departed

Per N.Y.K. s.s. Yokohama Maru for Hongkong:—Messrs. Fung, S. Murata, H. T. Shu, P. T. Wong, H. Tharsternen, C. Tharsternen, Thomas W. Simmons, Mr. and Mrs. Francisco, Mr. H. Shiolde, and Mr. T. T. Tong.

Per R.V.F. s.s. Simbirsk for Vladivostock:—Messrs. Morahmad Sethy, A. Alieff, M. A. Ouskuoli, P. B. Basilieff and N. Kuskoff, Mrs. P. B. Shabanoff, Mrs. P. O. Chuprin, Mrs. M. Seredin-Sabatin and baby. For Nagasaki:—Messrs. J. H. M. Christensen, and Marsin Cheringowsky.

Siccawei Weather Report

27.—The depression, from Fukien, crosses the Eastern Sea, inclining towards N.W. Strong N.W. winds and rough sea along the coast, between Shantung and the Formosa Channel. The rain stops at Shanghai, and the weather clear up during the afternoon.

28.—Fine weather with light mist, at Shanghai. Breezes of W.N.W. moderating. The pressure rises decidedly.

Saturday, April 29, 1917.

WEATHER.	4 a.m.	9 a.m.
Bar at Centg., mm	763 70	765.40
" " Inches	30 7	30.13
Variation mm. for 24 h	-6 90	-4.35
Variation mm. for 12 h	-4 37	-3.43
Wind Direction	NNE	NNE
Wind Kilom per hour	4	27
Wind Miles	2.6	16.8
Temperature Cen	7.2	15.6
Temperature Fahr	45.0	60.1
Humidity: 00	94	53
Rsbi sity 5-19	1	1
Rainfall mm.	—	—
Rainfall inches	—	—

IT IS THE WOMAN WHO PAYS.

When a man gives up his seat in the tram or train to a woman he shows, without knowing it, that woman is of the privileged sex. She has so much to give, if she chooses, that she has earned this respect. She has so much to bear that she needs this consideration. But she must pay for her privileges. Nature exacts the price in bodily sufferings, which even the healthiest woman occasionally endures, and must always dread—especially in the years when she is entering middle age.

There are various causes for the frequent ill-health and weakness of women. They are more liable to be deficient in blood than men. Every woman knows the reason; but she need not be any weaker, or more liable to suffering, than men, if she will follow this advice. Women who have found the remedy do not, in fact, suffer. Dr. Williams' pink pills enable anyone who takes them—man or woman—to make more blood (and it is better blood, too); and that is why women who know the virtue of these pills save themselves so much needless suffering. The property of making abundant, rich blood is peculiar to genuine Dr. Williams' pink pills; begin them today, they are obtainable from dealers everywhere also post free, 1 bottle for $1.50, six for $8.00, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FREE to lady readers a book, "Plain Talks." Send post card for it to above address.

Church Services

Holy Trinity Cathedral.—April 29—Third Sunday after Easter. 8 a.m. Holy Communion. 10 a.m. Morning Prayer. 11 a.m. S.V.C. Parade Service. Anthem "When the Lord turned again" Stanford. Hymns 391, 194, 370, 243, 165. Preacher—The Rt. Rev. F. R. Graves, D.D. 3 p.m. Children's Service. 6 p.m. Evening Prayer. Walmisley in D minor. Hymns 140, 136, 138. Preacher—The Rev. A. J. S. Stearn.

May 2—Wednesday, 8 a.m. Holy Communion. 6 p.m. Evensong and Intercession.

St. Andrew's Church.—3rd Sunday after Easter April 29. 8 a.m. Holy Communion. 10.30 a.m. Matins. 3 p.m. Children's Catechism. 6 p.m. Evensong. Preacher—The Dean.

Union Church.—Sunday, April 29.—11 a.m. S.V.C. Church Parade. Preacher Rev. C. E. Darwent, M.A.; Chant 62; Choral Hymn "For all the saints" (Standford); Hymns 393, 397 Hymn for men at the front by John Oxenham. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject The glory of Christ; Chant 80; Anthem "Let Thy merciful ear" (Westbrook); Hymns 229, 77, 683.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows:—Morning 11 a.m. by Rev. F. Darlington. Evening 6 p.m. by Rev. F. Darlington.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Probation After Death." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

St. Joseph's Church.—Sunday, April 29—Patronal feast of the church. Masses at 6, 7, 8.15, 10. At 11, high mass. The choir will sing the sixth mass of his repertory, compiled from Mendelssohn's Psalms.

St. John's Pro-Cathedral, Jessfield. Evening Prayer in English at six o'clock. Preacher: The Rev. L. B. Ridgely, B.A.

You Must See "Cabiria"

The world's great master-work "Cabiria" will be exhibited at the Olympic Theater, commencing on Friday, May 4. The whole of this magnificent film is artistic in production and superb in setting. Following will be found a short explanation of this great work of art.

The tremulous and turbulent times of the period some 230 years before Christ, was the background upon which the erudite d'Annunzio placed his strangely interesting narrative. During the peace and quiet of the home-coming of Botto, an opulent land owner of Catania, Cicily, an earthquake occurs, simultaneously with an eruption of Mount Etna. His magnificent dwelling is reduced to ruins and his little daughter, Cabiria, from whom the play takes its name, is rescued by her nurse, Croessa. Following a number of slaves who have escaped the disaster, they find themselves upon the seashore, where they are captured by Phoenician pirates and sold into captivity in the slave mart of Carthage. Cabiria is selected as a sacrifice to the terrible God of Fire, Moloch, and as she is about to be thrust into the fiery belly of the frightful bronze, according to the religious rites of the time. She is rescued by a Roman patrician, Fulvius Axilla, and his herculean Nubian slave, Maciste.

Pursued by the priests of the temple and their followers, Maciste, with little Cabiria in his arms, pleads with Sophonisba, daughter of the ruler of Carthage, whom be encounters in a garden in his flight, to take charge of the child. Impressed by Cabiria's beauty and the earnestness of the giant Nubian's appeal, she reluctantly accepts the girl, who becomes her personal slave.

Maciste is captured and chained to a millstone as his life sentence. Meanwhile Cabiria, renamed Elissa, is the hand-maiden of the princes, who becomes the wife of the victorious Syphax. The adventures of Fulvius during the stormy period of the great war between Rome and Carthage, his rescue of the faithful Maciste, and their subsequent experiences, until little Cabiria, grown to beautiful womanhood, is discovered, given over again to the priests of Moloch, and again rescued, form the stirring events in a story that for two hours and a half enthralls playgoers whose knowledge of film drama may have been complete. Fulvius takes Cabiria back to Rome in one of the triumphant ships to become his bride.

This is a mere thread of d'Annunzio's strange and remarkable semi-historical romance. But since the author of "La Citta Morta," the creator of "Francesca da Rimini," and "La Pisanella," the inventor of the strangely contrasted "St. Sebastian" and Parisina, the creator of immortal roles for Duse, Ida Rubinstein and Aguglia, gave his deep insight and the breath of his genius to "Cabiria," the work is dignified and exalted to a literary plane hitherto unreached by a film drama.

Pawnee Smoking Mixture

THE NEAT RED BAG ANSWERS FOR A POUCH.

Westminster Tobacco Co., Ltd.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, as that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/- from MARTIN, Chemist, SOUTHAMPTON. ENG.

THE NEW HOTEL
WEST LAKE, HANGCHOW
(Chinese Name Sin Sin Le Kuei)
館旅新新湖西州杭。
NOTICE

The Proprietor of The New Hotel begs to inform the Public that his establishment at Hangchow is the best of its kind there. It is beautifully situated and fine views may be obtained from the windows. This is the best time of year in which to visit Hangchow; the weather is fine. The house is large, with bedrooms facing the south; the table and wines are first-rate. The kitchen is under the supervision of an excellent cook, with many years' experience in foreign hotels in Shanghai.

PRICES VERY MODERATE

Give us a trial and you will be convinced.

Sailed from Shanghai

For London, etc.

Antilochus	Mar. 1
City of Corinth	Feb. 26
Hitachi Maru	Feb. 23
Iyo Maru	Mar. 10
Kitano Maru	Apr. 13
Miyazaki Maru	Mar. 30
Tsuruga Maru	Feb. 19

For New York

Tokiwa Maru	Mar. 21
Toyooka Maru	Feb. 1

For San Francisco, etc.

China	Apr. 18
Ecuador	Apr. 1
Nippon Maru	Apr. 3
Persia Maru	Apr. 21
Shidzuoka Maru	Apr. 2
Shinyo Maru	Apr. 6

For Seattle

Yokohama Maru	Feb. 14
Tamba Maru	Mar. 13

For Tacoma

Hawaii Maru	Apr. 17
Mexico Maru	Apr. 8
Manila Maru	Mar. 6

The ROAMER
America's Smartest Car

THE "MASS-SIGMA" Racket

Nett $22.00, with Press

This racket is the only one which is really scientifically constructed. It is so made that no useless weight is left in the wedge part of the racket, which part, in ordinary rackets, is much wider than is necessary for the strain put on the racket by the strokes.

The weight gained in this way from the middle part of the racket is divided in two. Half of it is left in the head of the racket, to make it stronger, and half is put into the handle, so as to maintain a perfect balance.

The advantages of a racket so constructed are numerous:

The frame is less liable to break.
It can be more often restrung.
It will not go out of form.
It is less liable to warp if not kept in press.

Its aspect is lighter and more elegant than that of any other racket.

SOLE AGENTS:
BOYES, BASSETT & CO.
35 NANKING ROAD.

"COMMANDER"

"Super-size" Virginia CIGARETTES

20 Large Cigarettes in a flat packet

50 Large Cigarettes in a round tin.

An innovation in Cigarette size to meet an immediate demand

"COMMANDER" is not only Superior in size but also in quality.

Westminster Tobacco Co. Ltd. London.

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons		
HIRANO MARU	16,000	——	May 2
FUSHIMI MARU	21,000	——	May 5
KAGA MARU	12,500	——	May 16

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

AWA MARU	12,500	Capt. K. Hayashi,	May 6, 1917
YOKOHAMA MARU	12,500	Capt. T. Terada,	May 14, 1917
KAMAKURA MARU	12,500	Capt. T. Shiral,	June 13, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

YAWATA MARU	7,000	Capt. K. Yasuhara,	May 1
YAMASHIRO MARU	7,000	Capt. K. Sudzuki	May 5
OMI MARU	7,000	Capt. M. Machida,	May 8
CHIKUGO MARU	5,500	Capt. Y. Yui,	May 12
HAKUAI MARU	5,000	Capt. K. Takano,	May 15

KOBE TO SEATTLE.

INABA MARU	12,500	Capt. K. Higo,	May 4

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. K. Yagiu,	May 3
KASUGA MARU	7,000	Capt. S. Saito,	May 10, 1917

FOR JAPAN.

KATORI MARU	19,000	Capt. B. Kon,	May 3
AWA MARU	12,500	Capt. K. Hayashi,	May 6

FOR HONGKONG.

KAMAKURA MARU	12,500	——	May 25, 1917

NEW YORK VIA PANAMA.

TATSUNO MARU	15,000	——	May 18

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
AKI MARU	12,500	——	May 15, 1917
TANGO MARU	14,000	——	June 19, 1917
NIKKO MARU	10,000	——	July 17, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen. Shanghai. Tel. No. 2729.

SWEDISH PAPER
is the best for any purpose.
The Ekman Foreign Agencies, Ltd.
No. 6 Kiangse Road

CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

0000 — Midnight, 1330 — 1230 p.m.

September 1st, 1916, and until further notice

Mail 101 B. S.	Mail 3. B. S.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. S.
2035	935	800	0	dep. Peking arr.	2230	1950	1030
2346	1113	635	. .	arr. Tientsin-Central dep.	1938	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1653	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	530	2310	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3. B. S.			Tientsin-Pukow Line		Mail 4. B. S.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1950
735	1140	—	2.71	arr. Tientsin-Central dep.	—	1655	1941
745	1200	—		dep. Tientsin-Central arr.	—	1631	1911
1132	1500	—	78	dep. Tsangchow dep.	—	1332	1508
1457	1745	—	148	dep. Tochow dep.	—	1048	1158
1801	2021	—	—	arr. Tsinanfu dep.	—	806	845
7.	.	—	220		—	8.	
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	088	—		arr. Yenchowfu dep.	—	349	1311
1315	043	—	318	dep. Yenchowfu arr.	—	339	1256
1558	316	—	377	dep. Liucheng dep.	—	120	1032
1816	440	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	.	—	420		—	2	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1156	832	—		arr. Pengpu dep.	—	1953	1442
1206	840	—	523	dep. Pengpu arr.	—	1946	1432
1637	1132	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	631	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1430	. .	. .	dep. Nanking arr.	. .	1415	630
700	2130	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu-Tsiningchow Branch Line					Liucheng-Tsochuang Branch Line				
930	1300	2130	d. Yenchowfu a.	630	1230	2000	550	1110	1800	d. Liucheng a.	810	1410	2100
1055	1455	2252	a. Tsiningchow d.	538	1125	1858	638	1219	1908	a. Tsochuang d.	708	1308	1958

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

100 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER

Tientsin, September, 1916.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00
SOOCHOW dep.	9.41	..	11.02	12.13	14.57	18.13	1.08
WUSIH dep.	10.31	..	12.21	13.43	15.52	19.41	2.10
CHANGCHOW dep.	14.22	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG dep.	12.09	8.03	14.59	16.14	17.43	..	..
CHINKIANG dep.	12.52	8.59	15.57	17.18	18.32	..	5.06
NANKING arr.	14.15	10.55	17.50	19.25	20.05	..	6.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	$15.30	T.P.R.	..	..	..	..	..
TSINANFU dep.	8.06	Second	..	..	..	..	..
TIENTSIN arr.	10.31	Day	..	..	..	..	..
CENTRAL dep.	17.00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.		Night Express R.S.
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	11.10		..
CENTRAL dep.	..	..	..	..	8.12.00		..
TSINANFU dep.	..	..	..	..	20.31	T.P.R.	..
PUKOW arr.	..	..	..	..	13.00	Second Day	..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.30	15.55	23.05
CHINKIANG dep.	..	9.05	9.52	12.59	16.01	18.25	1.05
TANYANG dep.	..	9.57	10.50	13.40	16.38	19.19	..
CHANGCHOW dep.	6.20	11.14	12.28	14.52	17.56	20.30	3.00
WUSIH dep.	7.31	2.22	13.43	15.53	18.31	..	4.11
SOOCHOW dep.	8.46	1.50	15.08	16.55	19.28	..	5.13
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..	7.00

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	20.45
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	21.12
SHANGHAI NORTH arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	21.20

SHANGHAI NORTH dep.	6.35	7.35	10.05	12.15	14.00	15.20	17.25	20.05
KIANGWAN dep.	6.58	7.46	10.16	12.25	14.11	15.41	17.36	20.11
WOOSUNG FORTS arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	20.31

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, April 28, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
G.$1.00 @ 85½ = Tls. 1.16 @ 72.3 = Mex.	$1.61
Mex. Dollars. Market rate	72.0875
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1788
Sovereigns:	
Buying rate @ 3/6¼ = Tls.	5.68
Exch. @ 72.3 = Mex. $	7.85
Peking Bar	292
Native Interest	.07

Latest London Quotations

Bar Silver	37⅝d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.18
Ex., N. Y. on London T.T.	$ 476⅞
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-6½
London	Demand	3-6⅞
India (nominal)	T.T.	261
Paris	T.T.	481½
Paris	Demand	482
New York	T.T.	84¼
New York	Demand	84⅜
Hongkong	T.T.	68¾
Japan	T.T.	60¾
Batavia	T.T.	204

Bank's Buying Rates

London	4 m-s. Cdts.	3-7 15/16
London	4 m-s. Docy.	3-8 1/16
London	6 m-s. Cdts.	3-8 1/16
London	6 m-s. Docy.	3-8 3/16
Paris	4 m-s.	497
New York	4 m-s.	87⅜

CUSTOMS HOUSE EXCHANGE RATES FOR APRIL.

Hk. Tls. 5.18 @ 3/5⅞		£1
„ 1 @ 481¼	=	Francs 5.36
„ 1 No quotation		Marks *4.38
„ 1.09 @ 82⅜		Gold $1.00
„ 1 @ 62		Yen 1.80
„ 1 @ 15*		Rupees 2.90
„ 1 @ 2.88		Roubles 3.21
„ 1 @ 1.50		Mex. $1.50

* Nominal.

Stock Exchange
Transactions

TODAY'S QUOTATIONS

Shanghai, April 28, 1917.

Official

Hall and Haltz $18.00
Langkats Tls. 18.00
Consolidated Tls. 3.05
Gula Kalumpongs Tls. 7.90
Java Consolidated Tls. 20.50
Padangs Tls. 14.50
Kroewoeks Tls. 18.75
Repahs Tls. 1.20

Sharebrokers' Association
Transactions

BUSINESS DONE

Shanghai, April 28, 1917.

Official

Anglo-Javas Tls. 10.20 cash

Direct

Kroewoeks Tls. 18.75 cash
Ziangbes Tls. 5.80 cash
Kung Yik Tls. 14.50 cash

London Rubber Market

Reuter's Service

London, April 23.—Today's rubber prices were:—
Plantation First Latex Crepe:
Spot: 3s. 0d. Paid.
July to December: 2s. 10¾d. Paid.
Tendency of Market: Easier.
Previous Quotation, London, April 21:—
Spot: 3s. 0½d. Paid.
July to December: 2s. 11½d. Paid.
Tendency of Market: Very Quiet.
London, April 24.—Today's rubber prices were as follows:—
Plantation First Latex Crepe:
Spot: 2s. 11½d. Paid.
July to December: 2s. 10½d. Paid.
Tendency of Market: Weak.
Last Quotation, London, April 23:—
Spot: 3s. 0d. Paid.
July to December: 2s. 10¾d. Paid.
Tendency of Market: Easier.

COTTON MARKET

Reuter's Service

London, April 23.—Today's cotton prices were as follows:—

Mid-American Spot	12.32d.
May-June	11.83d.
October-November	11.19d

Silk Market Report

Messrs. Wm. Little and Co. report as follows in their weekly silk market report:—

Our last report was dated 20th inst.

White Silk.—For America some 450 bales New Style have been settled, which practically clear out supplies of favorite chops. These purchases are said on the market to be speculative in anticipation of the possibility of a duty being shortly imposed by the United States Government on raw Silk.

Tsatlee New Style.—M.H.Y. Blue Dragon and Feima, Ex. 1, 2, Tls. 745 av. Gold Dollars and Fountain, Ex. 1, 2, Tls. 740 av. Blue Serpent and Broncho, Ex. 1, 2, Tls. 740 av. Lion and Scale Sheep and Flag, 1, 2, 3, Tls. 730 av. Wild Dragon, 1, 2, Tls. 715 av. Black Lion, 1, 2, Tls. 715 av. Bell, 1, 2, Tls. 710 av.

Tussah Filatures 8 coc.—Very quiet.

BAR SILVER

Reuter's Service

London, April 23.—Today's silver prices were as follows:—
Bar Silver Spot: 37d. Quiet.
Last Quotation, London, April 21:—
Bar Silver Spot: 37 1/3d. Quiet.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., report as follows in their weekly share market report—

The market continues very dull indeed and has exhibited no feature since the issue of our last circular which requires special comment. Rubbers continue steady with, however, very few parcels changing hands. The recent demand for Cottons seems to have been satisfied for the present, but rates remain steady at last quotations.

The Cathay Trust, Ltd.

Paid-up Capital £220,000

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager.

J. A. WATTIE & Co., Ltd.

Secretaries and General Managers,

10 Canton Road, Shanghai.

The China Mutual Life Insurance Company, Ltd.

POLICIES issued in any currency except those of Enemy Countries.

For latest prospectus apply Head Office, 10 Canton Road, Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

"BICKERTON'S"
PRIVATE HOTEL
Established 20 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

RAVEN TRUST COMPANY, LTD.

SHANGHAI

Authorised Capital . . . U. S. $1,000,000.

Paid-up Capital . . . . „ 235,000.

NOTICE

Owing to the extension of our business this company will remove on Tuesday next, May 1st, to more commodious quarters at No. 15 Nanking Road.

F. J. RAVEN
General Manager.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund 1,800,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserves ..... Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital .... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling, £1,500,000 @ 2s. $15,000,000
Silver 18,500,000
$33,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Darr, Esq.
W. L. Pattenden, Esq.
Hon. Mr. E. Shellim.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
Chefoo	Newchwang	Vladivostock
Dalny	Nicolayowsk	Yokohama
	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital ..... $ 300,000.00
Reserves ..... $ 10,000.00
Deposits (Dec. 31, 1916) $1,400,000.0

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
(*Established* 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital (paid-up)	U.S.	$3,250,000.00
Surplus and Undivided Profits		4,260,022.81
	U.S.	$7,510,022.81

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E.C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	Shanghai
Colon	Medellin	Singapore
(Cristobal C.Z.)		Tientsin
Hankow	Panama	Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution in Cuba and South America, viz.:—

Buenos Aires	Santiago de Cuba
Bahia	Santos
Havana	San Paulo
Montevideo	Valparaiso
Rio de Janeiro	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij
(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up Capital—
Guilds 50,000,000 (about £5,000,000
Reserve Fund—
Guilds 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital .. Sh. Tls. 2,500,000

Advances made on approved securiies. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.	$2,000,000
Subscribed and paid up Capital	H.	$1,371,500
Reserve Fund	H.	$ 120,000
Investment reserve fund	H.	$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore,	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.
9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kuxping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1 Kiukiang Road

Capital (Paid-up)	Yen	15,000,000
Reserves	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto Osaka, Kobe, Hyogo, Onomichi Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中 孚 銀 行
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00
Managing Director:	SUN TAO SAN

Branches and Agencies:

Peking	Tientsin
Shanghai	Hankow
Nanking	Pengpu
Hsuchow	Chinkiang
Yangchow	Hangchow
Ningpo	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

BUSINESS AND OFFICIAL NOTICES

NEW LAID EGGS

Laid by various kinds of foreign hens can only be ordered from the

KIANGNAN POULTRY FARM

Chun Hsin Road (just opposite the S. N. Railway Station).

$1.00 for 35

TSINGTAU. NORTH CHINA

The Finest Summer Resort in the Far East.

Grand Strand Hotel

(Formerly Strand Hotel)

Grand Hotel, Grand Hotel Annexe

Beautiful Sandy Beach, Splendid Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.

Excursions to Battle Fields Good Roads, Lovely Scenery. Race Course and Golf Links adjoin Hotel [Hotel guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels. Unexcelled Cuisine, Highest Comforts, Moderate Charges.

For all information please apply to T. HIRTH, Manager.

International Savings Society

HEAD OFFICE:
5 Avenue Edouard VII

WHERE and HOW can one invest money?

We offer you an opportunity to place money with absolute safety and a possibility of large return.

For particulars apply to the General Managers;

J. BEUDIN
and
M. SPEELMAN

Telephone 3929

Representative will call on request.

Tel. 2709

G.T.S.

The Geographical & Topographical Society of China

8B Peking Road.

ASK FOR

THE NEW PLAN OF PEKING

at the Commercial Press

WHICH LANGUAGE DO YOU WISH TO LEARN? French, Spanish, Italian or German taught you by the modern methods of language teaching. For free particulars apply to Box 447, THE CHINA PRESS.

13624 A 29

For Sale or to Let From 1st May

No 50 Route Doumer—modern residence, furnished or unfurnished, standing well back from the road, containing: Hall, Billiard-room, three entertaining rooms, seven bedrooms, five bathrooms and Boxroom. Garage, stabling for four horses; well developed grounds, tennis lawn (four courts), croquet lawn and rosary. Altogether about 20 mows of land.

For inspection apply to:

STIRLING FESSENDEN,
3 Hongkong Road.

13291

SCOTCH GIRL offers services in return for passage to Canada or America. Apply to Box 422, THE CHINA PRESS.

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxations.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZIERSKI,
Manager.

13616

MAY FAIR

under the distinguished patronage of

Sir Everard Fraser, K. C. M. G.

Patronesses:

Lady de Sausmarez, Mesdames Unwin, Brand, Bremner, Jenner Hogg, Holliday, Ivy, Lavers, Merriman, Prentice, Wingrove, and Wrightson.

Chang-Su-Ho Gardens

MAY 18 & 19, 1917.

CAFE des ALLIES

Variety Entertainment.

BOOKING AT MOUTRIE'S.

"Midsummer Night's Dream"

An adapted version, acted by children for children.

Sun Ling & Co.

Manufacturers and exporters of RATTAN AND WICKERWORK of all descriptions.

Special designs made up at short notice.

Design Books kept at the only address below.

SUN LING & CO.
1190 Avenue Road, near Gordon Road.
Tel. West 1373.

13433

NOTICE

THE undersigned will not be responsible for any debts contracted by the Continental Hotel, 88-90 Szechuen Road, on and after May 1st, 1917.

(sgd.) F. FERNANDEZ.

13634

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 135-A, Szechuen Road. 'Phone No. 1647.

13332.

Alma Estates, Limited

THE Directors have declared an Interim Dividend at the rate of FIVE per cent (being Forty-five tael cents per share) on the Capital of the Company, payable on and after the 30th April, 1917, to shareholders on record on that date.

The Transfer Books of the Company will be closed from the 23rd to the 30th April, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.

Shanghai, 17th April, 1917.

13524

The China Mutual Life Insurance Co., Ltd.

HEAD OFFICE:
10 Canton Road, Shanghai.

NOTICE is hereby given that the Nineteenth Annual General Meeting of the China Mutual Life Insurance Company, Ltd., will be held at the Company's Offices, 10 Canton Road, Shanghai, on the 1st day of May, 1917, at 4 p.m.

The Transfer books of the Company will be closed from the 17th day of April, 1917, to the 1st day of May, 1917, both days inclusive.

By Order of the Board of Directors,
J. K. TWEED,
Secretary.

Shanghai, 14th April, 1917.

13503

"FRESH MILK"

Best quality, rich, full milk

Delivered twice daily.

Aikoshi Dairy

53 Avenue Dubail

Telephone 2175.

13620

The Shanghai Mutual Telephone Company, Limited

NOTICE is hereby given that Share Certificates in the name of The Shanghai Share Brokers' Association for Eighteen (18) Shares numbering 10071/10078; 1902/3; 5274/7; 7823/5; 10342; have been declared lost or mislaid, and should same not be forthcoming before the 27th May, 1917, new Certificates will be issued to the said The Shanghai Share Brokers' Association, and the aforesaid Certificates will be considered null and void.

By Order,
GUSTAF L. OBERG,
Secretary & General Manager.

Shanghai, 27th April, 1917.

13635

The Hwa Yeng Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.

Nos. 11, 13 and 15 Route des Soeurs
French Concession.

Shanghai, March 5, 1917.

M. CHING CHONG

Proprietor, Yeh Mei-ching
Hardware and Metal Merchants
Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd.

We have also Black Dye in stock, Trade Mark Zang Kun (象牌), at moderate prices.

For further information, please apply to—

66-69 North Soochow Road,
Shanghai.

Tel. Gen. office No. 2971
Tel. Pri. office No. 4288

Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway
Telephone No. 1095.
SHANGHAI.

Bank of Communications

NOTICE

NOTICE is hereby given that the Bank of Communications, Shanghai branch, will resume general banking business beginning on and from the 30th of April, 1917 (Lunar calendar, the tenth day of the Third Moon, 6th year of Republic of China).

On and after that date, all Shanghai and Kiangsu notes issued by this branch, and all notes issued by branches at Nanking, Soochow, Pukow, Wusieh, Yangchow, Hsuchow, Chinkiang, Tsinkiangpu, Hangchow, and Ningpo, will be accepted in both Chekiang and Kiangsu Provinces, and will be paid on demand in full at this office and at the offices above mentioned.

Bank of Communications,
CHAO CHING HUA,
Manager.

Shanghai, April 20, 1917. 13554

THE WEST END ESTATES, LTD.

NOTICE IS HEREBY GIVEN to the Shareholders of the above Company that the First Annual General Meeting will be held at the Yu-Yuen Garden, No. 2 Yuyuen Road, Shanghai, on Monday, the 30th April, 1917, at 4 p.m.

The Transfer Books of the Company will be closed from the 23rd to the 30th April, both days inclusive.

By Order of the Board of Directors,
The China Land & Building Co., Ltd.
General Managers.

13568

FOR RENT

Storage Space in Our Godown

Between Nanking Road
and
Kiukiang Road

CONCRETE BUILDING

Fire Proof,
Rain Proof,
Burglar Proof.

APPLY

China Storage Co.
Care of
Wells Fargo & Co.
8 Kiukiang Road

13563

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—

The market has ruled very strong in the interval, backed mainly by a demand for Szechuen and Newchwang. In some cases, despite the extremely high costs of replacement, new business has been entered into upon a small scale, native buyers having been compelled by the absolute starvation of supplies, to surrender any principles they may have cherished for many months, of not buying at "war prices." In Japanese plain cloths, and some of the dyed and fancy cloths which Japanese mills are able to manufacture, the Chinese were expecting to find an inexhaustable source of supplies to carry them through the period that the Lancashire looms' productions for overseas sale were limited by war-necessity. They have, however, been doomed to disappointment, both as regards being able to buy supplies at all in Japan and also as regards prices, for that country is also full up with orders of every kind for the fighting millions in Europe.

Grey Shirtings 8¼ lbs.—There are a number of enquiries about but sellers are few and far between, and we hear of only one sale of Green Mandarin at Tls. 3.75. Auctions very firm.

4-lbs. to 7-lbs.—A sale of Peacock 7 lbs. is returned at Tls. 2.65.

9-lbs. to 11-lbs.—Red Stag 10 lbs. at Tls. 5.55 is the only business made public, supplies being very scanty. The auction prices advanced about a mace a piece on the average.

12-lbs. 36-inches.—Market very firm with sales to report in Blue Dragon at Tls. 6.75 and Blue Stag at Tls. 5.70. Auctions were irregular.

White Shirtings.—Prices for private chops have advanced a further mace per piece and the demand continues unsatisfied, sales being, Small Dog at Tls. 7.55, Blue Nine Horses at Tls. 6.80, "Fuh Qay Wah Nie" at Tls. 6.70, Flower No. 1 at Tls. 6.70, No. 2 at Tls. 6.15 and No. 3 at Tls. 5.95. Prices at auction were somewhat irregular but higher on the whole.

Drills and Sheetings.—After last week's sales the market has quietened down again, there being no supplies available even of Japanese cloths.

Dyed and Fancy Cottons.—Private business has practically come to a stop for want of cargo, though a miscellaneous business in Japanese cloths such as Linings and Prints has been transacted. The auction chops of Fast Black Cotton Lastings went very irregularly but Venetians were firm throughout.

Cotton.—Prices for the local staple continue to soar upwards and again we have to record an advance in rates, quotations today being Tungchow Tls. 28.00 to Tls. 28.50, Four chop Tls. 27.20, Steam Ginned and Shanghai at Tls. 27.00, Shanei at Tls. 29.00 to Tls. 29.50 and Hupeh Cotton at Tls. 26.50 market closing strong.

American Cotton has declined on the Liverpool market, and Reuters' recent quotations are cabled as follows:—Middling American at 12.26d. Egyptian at 25.50d. and Bengal Cotton at 10.15d. per lb.

Local Yarn.—Our market is strong, but without any business doing, Mill owners in view of the advance of local cotton not being prepared to sell at present rates: the only sale that has come to our notice being 500 Bales 16s. Two Tigar at Tls. 115.00 to Tls. 115.50.

Indian Yarn.—Market nominally firm though only a small business is reported as follows:—

No. 10s.—100 Bales Elphinstone at Tls. 103.00, 150 Bales Naranjee at Tls. 101.00, and 200 Bales Vase at Tls. 103.00.

Japanese Yarn.—These spinnings are firm at an advance of about a tael on last week's prices, sales being:—

No. 16s.—200 Bales Blue Fish at Tls. 121.00, 100 Bales Standing Horse at Tls. 121.00, 200 Bales Woman and Boat at Tls. 120.00, 200 Bales Three Horses at Tls. 118.50, and 100 Bales Warship at Tls. 118.00.

No. 20s.—300 Bales Fisherman at Tls. 123.50.

Shares For Sale

Advertiser will sell 16 Kochien shares. Highest offer. Apply to Box 446, THE CHINA PRESS.

13575 A 29

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and vice versa. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a speciality. Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address:

CHUNG HWA TRANSLATION CO.
21 Foochow Road, Shanghai.
Telephone [382

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single and En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Amusements

TOWA CINEMA THEATRE

No. 3 Woochang Road.

Programme for April 29th

"FOR LOVE OF A MAID"

Pathe-color Photo-Play,
IN FOUR PARTS

Produced by Balboa Company, featuring Jackie Saunders

Colonel Heeza Liar, "Ghost-Breaker"
Comic Cartoon by Bray.

"WIFFLES ACTS THE FOOL"
"THE INVISIBLE THIEF"
Very funny comedies.

Two Shows every night: 7.15 & 9.15

Dress Circle Seats.....30 Cents.

Matinee Today at 2.30 p.m.

AMUSEMENTS

APOLLO THEATRE

Programme for April 29th.

TONIGHT TONIGHT

"THE TIME LIMIT"

Pathe's Feature Photo-Play

IN THREE PARTS.

Adapted from the Novel by J. H. Rosny.

Featuring Andre Pascal.

Pathe's British, French and American Gazettes

Depicting all the principal events.

"Heinie and Louie Bootblacks"

Starlight Comedy.

"Where Can I Get a Wife?"

Humorous comedy.

"The New Adventures of J. Rufus Wallingford"

MATINEE, Today, at 3 p.m.

The 3rd and 4th Series of

"Who's Guilty?" Four Parts.

VICTORIA THEATRE

TODAY at 3.15

MATINEE

SHOWING

"CIVILISATION"

And TONIGHT at 9.15

ABSOLUTELY THE LAST EXHIBITION

OF

"CIVILISATION"

On Monday, April 30th

HENRY B. WALTHALL

IN

"THE BIRTH OF A MAN"

A Five Part Drama of Intrigue & Adventure

OLYMPIC THEATRE

TONIGHT

COMPLETE NEW PROGRAMME

MATINEE at 3.15 p.m.

CLARKE'S CIRQUE

New Turns *New Turns*

TONIGHT AT 9.15

First Change of Programme

MATINEES

Wednesday, Saturday and Sunday

at 5.30

PRICES AS USUAL

CHILDREN HALF PRICE

BOOKING AT ROBINSON PIANO CO.

13653.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 3	3.00	San Francisco	Korea maru	Jap.	A. T. Co.
.. 6	8.30*	Seattle, Victoria etc.	Awa maru	Jap.	N. Y. K.
.. 14	5.00*	Seattle, Victoria etc.	Yokohama maru	Jap.	N. Y. K.
.. 15	..	San Francisco	Siberia maru	Jap.	A. T. Co.
.. 16	..	Tacoma & Seattle Wash	Panama maru	Jap.	O. S. K.
.. 18	..	New York via Panama	Tatsuno maru	Jap.	N. Y. K.
.. 26	..	San Francisco	Tenyo maru	Jap.	A. T. Co.
.. 28	..	Tacoma & Seattle Wash	Manila maru	Jap.	O. S. K.

FOR JAPAN PORTS

May 1	6.00*	Nagasaki, Moji and Kobe	Yawata maru	Jap.	N. Y. K.
.. 3	3.00	Nagasaki, Kobe & Yokohama	Korea maru	Jap.	A. T. Co.
.. 3	8.00*	Kobe & Osaka via Moji	Kumano maru	Jap.	N. Y. K.
.. 3		Kobe	Katori maru	Jap.	N. Y. K.
.. 5	9.30*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.
.. 6	8.30*	Moji, Kobe and Yokohama	Awa maru	Jap.	N. Y. K.
.. 8	..	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.
.. 12		Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N. Y. K.
.. 14	5.00*	Moji, Kobe & Yokohama	Yokohama maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

May 2	5.00*	London etc.	Hirano maru	Jap.	N. Y. K.
.. 3	..	Java Ports	Tjikini	Dut.	H.-C. T. Co.
.. 5	8.00*	London etc.	Fushimi maru	Jap.	N. Y. K.
.. 16	..	London etc.	Kaga maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Apr 29	D.L.	Swatow, H'kong and Canton	Wosang	Br.	J. M. & Co.
.. 29	D.L.	Hongkong and Canton	Yingchow	Br.	B. & S.
.. 30	4.00	Ningpo	Hsin Peking	Br.	B. & S.
.. 30	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
.. 30	D.L.	Hongkong	Panama maru	Jap.	O. S. K.
May 1	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
.. 1	D.L.	Swatow	Tamsui	Br.	B. & S.
.. 1	5.00	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
.. 1	A.M.	Foochow	Haean	Chi.	C.M.S.N. Co.
.. 3	10.00*	Amoy, Hongkong & Canton	Szechuen	Br.	B. & S
.. 6	5.00	Hongkong	Tenyo maru	Jap.	A. T. Co.
.. 6	noon	Hongkong & Canton	Anhui	Br.	B. & S
.. 8	..	Takao via F'chow & Keelung	Keelung maru	Jap.	O. S. K.
.. 25	noon	Hongkong	Kamakura maru	Jap.	N. Y. K.

FOR NORTHERN PORTS

May 1	7.00*	Dalny	Sakaki maru	Jap.	S. M. R.
.. 1	3.00	Weihaiwei, Chefoo & T'tsin	Shengking	Br.	B. & S.
.. 1	A.M.	Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
.. 2	9.00*	Tsingtao	Sanyo maru	Jap.	S. M. R.
.. 3	10.00*	Haichow & Eching	Chihli	Br.	B. & S.
.. 4	10.00*	Newchwang	Foochow	Br.	B. & S.
.. 4	..	Tsingtao and Dalny	Kobe maru	Jap.	S. M. R.
.. 9	..	T'tsin & Dalny via Tsingtao	Kohoku maru	Jap.	O. S. K.
.. 9	D.L.	Antung	Wenchow	Br.	B. & S.

FOR RIVER PORTS

Apr 29	M.N	Hankow etc.	Kiangkwan	Chi.	C.M.S.N.Co.
.. 29	M.N.	do	Tachi maru	Jap.	N.K.K.
.. 30	M.N.	do	Katwo	Br.	J. M. & Co.
.. 30	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
.. 30	M.N.	do	Yohyang maru	Jap.	N.K.K.
May 1	M.N.	do	Tatung	Br.	B. & S.
.. 1	D.L.	Hankow	Shaohsing	Br.	B. & S.
.. 1	M.N.	Hankow etc.	Tachang maru	Jap.	N.K.K.
.. 2	M.N.	do	Wuchang	Br.	B. & S.
.. 3	M.N.	do	Chungking	Br.	B. & S.
.. 4	M.N.	do	Tungting	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 28	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.	KLYW
.. 28	Swatow	Wosang	1127	Br.	J. M. & Co.	SHW
.. 28	Japan	Yawata maru	3895	Jap.	N. Y. K.	NYKW
.. 28	Hankow	Kianghsin	2101	Chi.	C.M.S.N. Co.	KLYW
.. 28	Hankow	Kutwo	1924	Br.	J.M. & Co.	SHW
.. 28	Hankow	Tachi maru	1828	Jap.	N.K.K.	LPDW
.. 28	Hongkong	Chenan	1053	Br.	B. & S.	CNPW
.. 28	Tientsin	Hsinfung	1290	Chi.	C.M.S.N. Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Apr 28	Hankow etc.	Ngankin	1719	Br.	B. & S.
.. 28	Wenchow via Ningpo	Poochi	631	Chi.	C.M. S. N. Co.
.. 28	Weihaiwei, Chefoo & T'tsin	Tungchow	1263	Br.	B. & S.
.. 28	Vladivostock via Nagasaki	Simbirsk	1150	Rus.	R. V. F.
.. 28	Japan	Hakuai maru	1434	Jap.	N. Y. K.
.. 28	Canton	Felching	994	Chi.	C.M.S.N. Co.
.. 28	Hankow etc.	Fengyang maru	2808	Jap.	N.K.K.
.. 28	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	2789	Ger.	Carlowitz	US
Aug 4	Hongkong	Bohemia	4282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	B XIII
Apr 26	Japan	Chikuzen maru	2578	Jap.	N. Y. K.	NYKW
Aug 8	Hongkong	D. Rickmers	2651	Ger.	H. D. & Co	USA
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co	US
Apr 15	Hongkong	Glenstrae	3054	Br.	Glen Line	CMLW
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Meilee	1682	Ger.	Melcher	US
Mar 18	Ningpo	Meifoo	406	Am.	S. Oil Co	SOCW
Apr 26	Chinwangtao	Proteus	1025	Br.	K. M. A.	KMAW
July 30	Tsingtao	Sikiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus.	Aus. Lloyd	B IX
Mar 25	Cruise	Store Nordiske	596	Dan	G.-N. T. Co.	7 D
Apr 22	Chinwangtao	Tenno maru	1230	Jap.	K. M. A	KMAW
Apr 25	Chinwangtao	Volund	1298	Nor.	K.M.A.	KMAW
Apr 26	Hongkong	Yingchow	1992	Br.	B. & S.	CNPW
Apr 27	Hankow	Yohyang maru	1917	Jap.	N.K.K.	NYKW

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
BNBJ	Apr. 13	Cruise	Quiros	Am g-b.				Hanson
7P	Apr. 14	Cruise	Samar	Am g-b.				Timberlake
PAOB	Apr. 14	Cruise	Villalobos	Am g-b.				Clarke
QDW	Mar. 5	Cruise	Wilmington	Am g-b.	1392	8	159	Chadwick

The French gunboats D. de La gree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Co.'s str. Tachi Maru, Capt. E. Matsumoto, will be despatched from N.K.K. Pootung wharf on Sunday, April 29, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Kutwo, 2,664 tons, Capt. Gibb, will leave on Monday, April 30, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s str. Yohyang Maru, Capt. A. E. Inwood, will be despatched from Pootung N.K.K. wharf on Monday, April 30, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The str. Kianghsin, Capt. J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The China Navigation Co.'s str. Tatung, Captain C. C. Williams, will leave from the French Bund on Tuesday, May 1, at about 12 o'clock midnight. For Freight or Passage, apply Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Tuckwo, 3,770 tons, Capt. Philip, will leave on Tuesday, May 1, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

For Southern Ports

HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Captain Gibbs, will leave from the French Bund on Sunday, April 29, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Captain A. Stott R.N.R. will leave from the French Bund on Monday, the 30th Apr., at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

HONGKONG.— The Str. Panama, Maru Capt. H. Yamamoto, will be despatched from the Co.'s Yangtsepoo Wharf on Monday, Apr. 30 at daylight. The steam-launch conveying passengers on board will leave the Customs jetty at 9 p.m. on the previous day. For Freight or Passage apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

FOOCHOW.—The str. Haean, Capt. F. H. Wallace, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s str. Chenan, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, May 1 at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The s.s. Tenyo Maru, 22,000 tons, Capt. H. S. Smith, will leave on Sunday, May 6. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to Toyo Kisen Kaisha.

For Northern Ports

WEIHAIWEI, CHEFOO, and TIENTSIN.—The China Navigation Co.'s str. Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, May 1, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN.—The str. Hsinfung, Capt. F. H. Hamblin, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The ss.s. Korea Maru, 18,000 tons, Capt. Ota, will leave on Thursday, May 3. Passengers booked to all points in America, and ports in Great Britain and Europe. The tender conveying passengers and mails will leave the Customs jetty at 3 p.m. For Freight or Passage apply to The American Trading Company.

For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Korea Maru, 18,000 tons, Capt. Ota, will leave on Thursday, May 3. The tender conveying passengers and mails will leave the Customs jetty at 3 p.m. For Freight or Passage apply to The American Trading Company.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Lucnyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts.

Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—s.s. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents, 21-23 French Fund.

Freight: Telephone No. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S.CO.

U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each

TO SAN FRANCISCO

VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe

Sailings to Manila and Hongkong

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

The Safety and Comfort of Passengers our first consideration.
Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information re freight and passage, apply to

B. C. HAILE, Special representative.
ANDERSEN, MEYER & CO., LTD. Agents.

1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

		arr.	leave.
"PANAMA MARU"	(12,000 tons) Capt. H. Yamamoto	May 15,	16
"MANILA MARU"	(18,000 tons) Capt. N. Kobayashi	May 27,	28
(For Hongkong)		arr.	leave.
"PANAMA MARU"	(12,000 tons) Capt. H. Yamamoto	Apr. 29,	30

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau			arr.	leave.
"KOHOKU MARU"	(2,610 tons) Capt. K. Saito	May 7	9	
——— MARU"	(tons) Capt. ———	— —	—	
For Foochow, Keelung and Takao.			arr.	leave.
"KEELUNG MARU"	(1,669 tons) Capt. T. Kamiashi	May 6	8	

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4047, 4234.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway
SHORTEST ROUTE TO
ST. PAUL—CHICAGO—TORONTO,
MONTREAL and NEW YORK

EMPRESS OF RUSSIA AND EMPRESS OF ASIA
Largest and most luxurious ships on the Pacific.
30,625 tons, quadruple screws, speed 21 knots.

EMPRESS OF JAPAN	MONTEAGLE
11,750 Tons	12,720 Tons

REDUCED FIRST CLASS FARES

For further information, sailings, etc., please apply to
G. M. JACKSON, General Agent, Passenger Dept.
L. E. N. RYAN, Agent.
Corner of Peking and Yuen Ming Yuen Roads.
Tel. 181 and 182 Shanghai.

T. K. K.

TOYO KISEN KAISHA.

Imperial Japanese and U.S. Mail Line.
To San Francisco from Shanghai by Semi-Tropical Route, via Nagasaki, Kobe, Yokohama and Honolulu

PROPOSED SAILINGS FOR SAN FRANCISCO

S.S. "KOREA MARU"	18,000 Tons.	May	3	1917
" "SIBERIA MARU"	18,000 "	"	15	"
" "TENYO MARU"	22,000 "	"	26	"
" "NIPPON MARU"	11,000 "	June	14	"
" "SHINYO MARU"	22,000 "	"	22	"

All the steamers of this Company are equipped with wireless, electric fans in all staterooms, electric light in all berths, swimming tanks and all conveniences.

THROUGH TICKETS and BILLS OF LADING ISSUED to San Francisco, to the principal cities of the United States and Canada by the Overland Railways, to Mexico, Central and South American ports, and through tickets to Europe by connnecting New York and St. Lawrence lines. Particulars of the various routes to be had on application. All passage money payable in local currency at rate of exchange on day of purchase.

SPECIAL REDUCED RATES by the s.s. "Nippon Maru" and s.s. "Persia Maru" affording superior accommodation at reduced rates.

Round-trip tickets at reduced rates. Lay-over privileges allowed at all ports of call. Through rates include rail transportation between Nagasaki, Kobe and Yokohama, if desired.

For further information, rates of passage money and freight apply to

THE AMERICAN TRADING COMPANY, *Agents,*
Telephone No. 3229. 53 Szechuen Road.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
JUNE 26, SEPT. 8, NOV. 19.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JUNE 12, AUG. 26, NOV. 6.

G. J. PETROCELLI. FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
'PHONE 4773. 4TH FLOOR

Swedish East Asiatic Co., Ltd.
Regular Steamship service between Sweden and China.
Shanghai Agents:
The Ekman Foreign Agencies, Ltd.

Cricket, Baseball and Other Sports — General News of Athletic World

CRICKET SEASON STARTS TUESDAY

S. C. C. To Open Its Grounds And Pitch the Nets This Week

MANY ELEVENS IN SIGHT

And Once More the Week Day Evening Games Will Be Popular

By Domino

Cricket starts on Tuesday of this week (weather permitting) when the S. C. C. opens its grounds and pitches the nets. Regular matches will not take place until after the races and then we can expect regular Saturday fixtures and plenty of those very popular evening games.

This season I fancy we shall see the talent divided a good deal, and it will be good for the game. Among the clubs that are sure to turn out teams to take part in the mid-week matches are two from the S.C.C., one from the S. R. C., and three or four from the Volunteers. Elevens are already being formed in A. Co., the Maxims, the Scottish, and it is quite on the boards that B. Co. will have a shot at carrying their hockey triumphs into the cricket field. With Dede Lanning to lead them the company should do pretty well.

I also hear that the Powhattan Club are fixing up a team. The Tobacconists have a bunch of good players to choose from. Foster can still bowl in style. Then there is Langley, useful both with bat and ball, Peacock, a dangerous bowler, Ellis, a bat that would break any bowler's heart, who can stick at the wickets all day long without letting a ball pass him. Among other members of the club that can be drawn are Anderson, Haynes and Cooper. Quite a nice little pack.

With so many teams to compete, the evening games should be even a bigger success than they were last year. With only a limited amount of time to play and each team taking an evening with just over a hour of decent light, the batsmen take chances which brighten up the game tremendously, and in numerous cases, batters, who have been unable to score in the Saturday matches, have found their form in these evening games, and have gathered that confidence that has carried them to victory. There is a lack of that nervousness which on a Saturday often has so much to do with players' downfall. So let the evening games flourish.

* * *

The S. C. C. has lost many a good player since the beginning of the war, but if what I hear is true, the club has had one of the biggest losses that it has sustained for many years, and that is the secretary, C. W. Marshall. For some seasons now the popular secretary of the Shanghai Club has found time to take care of the S. C. C., and it is not too much to say that in the whole of its history the club has never had anyone to better the work of Marshall. He never spared himself, and although he did not actually play in matches, he inspired all the players by his keenness for the game, and it is to him that we owe, not only those enjoyable evening games but also the smooth working and good condition of the club in very trying times. He will be sadly missed at the helm but the one bright spot is the fact that he will still be seen hanging about the pavilion to cheer on his old club and to give encouragment to the young players who appreciate well all he has done for them.

* *

The S. C. C. annual report has been out some little time and taking it altogether it makes cheery reading. Financially the club is in a good condition with plenty of good gear in its lockers. Naturally the membership is not as big as it was some three years ago but that is a matter for congratulation, for many are now playing the bigger game in France or elsewhere. Thirty-five new members joined up last season and it is more than likely that a number of recruits will be forthcoming again this year.

* * *

The following which is culled from the report makes interesting reading:

In the Batting Averages Mr. V. H. Lanning heads the list with 35.50 for 5 Innings, followed by Mr. E. G. Tait with 33.33 with 14 Innings played, the latter player scoring the greatest number of runs during the season, viz. 400, while in the Bowling Mr. Hilliard heads the list with 11.53 for 13 wickets closely followed by Mr. G. M. Billings with an average of 11.55 for 40 wickets.

A special record of evening matches was kept, and this shows that Mr. W. E. Anderson heads the batting averages with 44.50 for 5 Innings played, and Mr. W. J. Hawkings the bowling averages with 3.90 for 10 wickets.

* * *

The institution of a Guest Day in the Tennis department, enabling members to invite their lady friends, was apparently appreciated from the numbers making use of the courts on Monday evenings. The Spring Handicap "Singles" were won by Mr. B. L. Cheetham with Dr. Moore as runner up. The Handicap "Doubles" were unfortunately not finished, the finalists being Messrs. Moore and Ramsay and V. H. Lanning and Campbell.

A Championship series of games for both "Singles" and "Doubles" was arranged, the former going to Mr. L. R. Wheen, and the latter to Messrs. E. I. M. Barrett and J. S. McEachran.

The American Tournament arranged as a close for the season on October 8 was again a great success and resulted in a very exciting finish, Messrs. E. O. Wilson and G. Dunlop being winners with 61 games closely followed by Messrs. C. D. Field and R. E. Toeg with 60 games while 3 sets of players finished with 59 games to their credit for 3rd place.

It was decided not to enter a team for League Tennis, but a series of mid-week team games were arranged; several attempts were made during the season to bring off a match with the Country Club but adverse weather conditions prevented the match being played.

'Blighty'

The twenty-fourth of May is Empire Day. Shanghai is going to mark the occasion in more ways than one. The S.V.C. will be very busy, and of course they can be now since nearly every company can claim to be one of the Allies—and by that time, likely enough all of them will be Allies. In the evening of that day, a musical military episode will be presented at the Lyceum Theater by the A.D.C.

As its name implies it will be a soldier piece, and there will be plenty of men to carry the action. Quite one of the features of the play is the fact that the men have so much to do, and those who have seen the rehearsals say that they do it very well. This does not mean that there are no ladies in the show, there are plenty, in fact in one number there will be seen not less than 32. But what they are going to do must remain more or less a secret until the band starts up.

The piece is in three acts and each spasm has plenty of go in it. Mena D. Silas has been responsible for the whole of the music and the one thing that it is absolutely safe to bet upon is the music. There are over twenty numbers and every one of them has a catchy tune that will set the boys whistling after one hearing. And we hear lots of praise for the libretto which has been provided by Mr. E. P. Graham Barrow.

The fact that Mr. George R. Wingrove is in charge of the production is sufficient guarantee that the setting and ensemble will be all right. So keep your eye on the date when the booking opens.

ATTRACTIVE PROGRAM FOR U. S. WAR RELIEF

An attractive program has been arranged for next Tuesday evening at the home of Mrs. J. J. Connell, Flat C. Union Building, No. 4 The Bund (entrance on Canton Road.) It is being given in aid of The American War Relief. Tickets cost $1. The special feature will be Miss Ackerman's lecture on "Some of the Noted People I have met," including Tagore, Tolstoy, Tesla, Hall Caine, Shaw, Chesterton, Ellen Key, Olive Schreiner, Marie Corelli and others. The music program will be as follows:

(a) Tankens dufva
Axel Raoul Wachtmeister
(b) Tanker du att jag forlorader ar
Swedish Folksong.
(c) Till Osterland vill jag fara
A Folksong.
Mrs. Frederic Ashley
Grieg's Sonata, violin and piano
Mesdames Morse and Sutherland
Tagore's Poems from "Gitanjali"
Music by Carpenter
(a) "When I bring to you colored toys"
(b) "On the day when death will knock at thy door"
(c) "The Sleep that flits on Baby's Eyes"
Mrs. J. J. Connell
Accompanist: Mrs. W. L. Darnell.

Golf

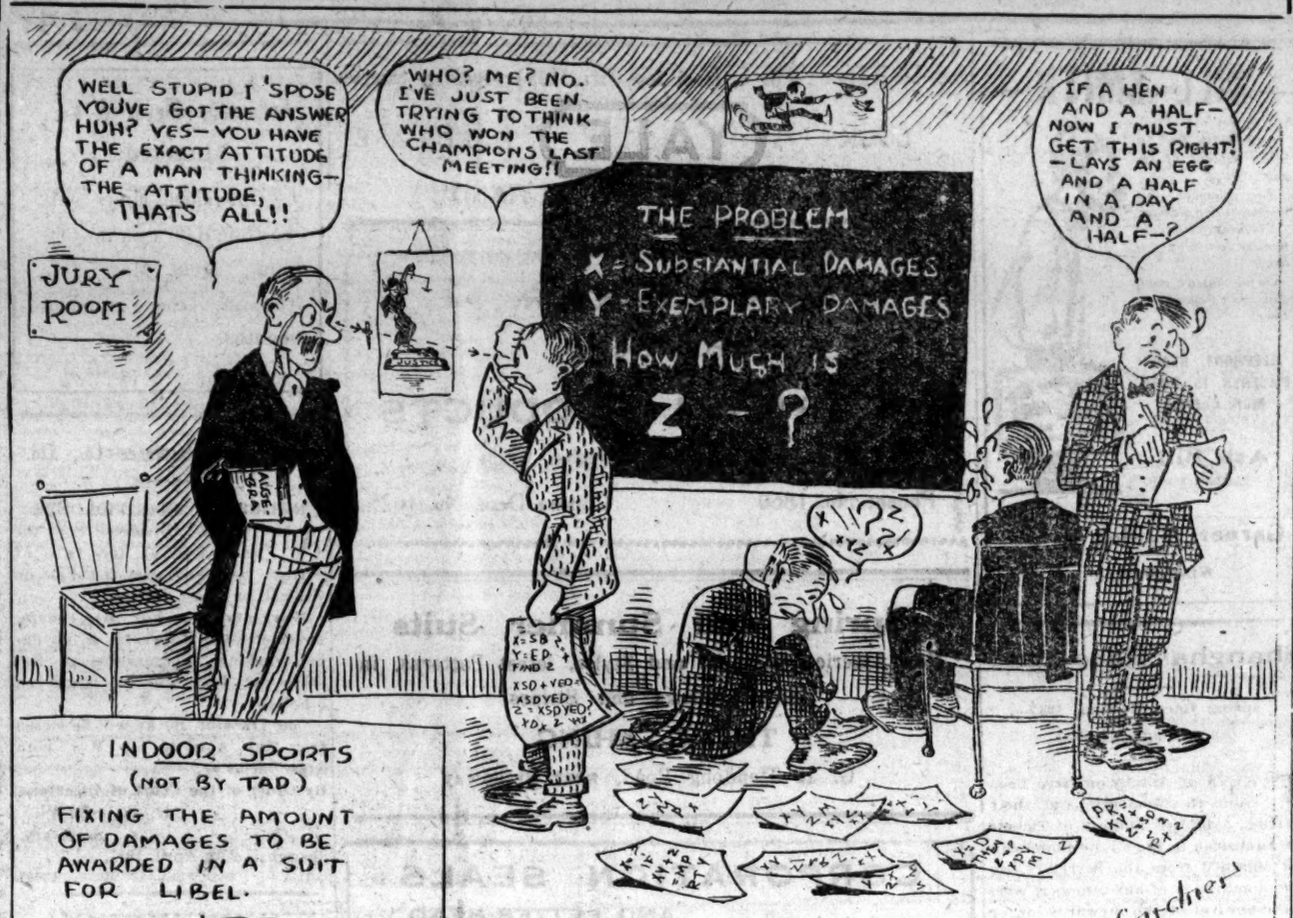
The President's Cup

The President's Cup of the Shanghai Golf Club is being played for through the week end at Kiangwan. The conditions are 36 holes, medal play. Next week-end the mixed foursome competition will be held. The attention of members is drawn to the amended rules, particularly to the rule which sets out that visitors are not allowed to play on Saturdays or Sundays. The reasons for this are the condition of the course and the local waiting list.

DETACHABLE MOTOR WHEEL

Those who do not feel justified in going to the expense of a motor-cycle cannot do better than study the particulars of the Smith detachable motor-wheel, which will be found in today's automobile section. The wheel is attachable to any bicycle, and enables one to run 100 miles on a gallon of gas, and to travel at the rate of 4 to 25 miles an hour. Messrs. Gaston, Williams and Wigmore are the agents for China.

Indoor Sports — Fixing Damages in a Libe Case


WELL STUPID I 'SPOSE YOUVE GOT THE ANSWER HUH? YES—YOU HAVE THE EXACT ATTITUDE OF A MAN THINKING—THE ATTITUDE, THATS ALL!!
WHO? ME? NO. I'VE JUST BEEN TRYING TO THINK WHO WON THE CHAMPIONS LAST MEETING!!
IF A HEN AND A HALF—NOW I MUST GET THIS RIGHT! —LAYS AN EGG AND A HALF IN A DAY AND A HALF—?
JURY ROOM
THE PROBLEM
X = SUBSTANTIAL DAMAGES
Y = EXEMPLARY DAMAGES
HOW MUCH IS
Z — ?
INDOOR SPORTS
(NOT BY TAD)
FIXING THE AMOUNT OF DAMAGES TO BE AWARDED IN A SUIT FOR LIBEL.
Gardner

Gallops of the Ponies in Training for the Spring Races

Saturday, April 28, 1917

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter.
*Valleyfield	HEM	39	1.17.2	1.53.4	2.27.4	2.59.4	3.33	..	..	33.1
Standard Dahlia	boy	38.1	1.15	1.47.3	2.19	(whole time 2.55)	..	..	..	31.2
Upwood Park	boy	39.1	1.15.1	1.51	2.25.4	2.58.3	3.30.2	..	..	31.4
Black Diamond	boy	36.3	1.10.3	1.47.3	2.23.3	2.56	3.27	(last 1½ of 1¾)		31
Rosewood	boy	39.1	1.17.2	1.52.3	2.26.1	2.58	..	..	..	31.4
Beaconsfield	HEM	39.1	1.17.1	1.52.4	2.27.2	2.59.1	..	..	..	31.4
Wakefield	boy	36.2	1.13.3	1.48.1	2.21.3	2.52.4	..	..	..	31.1
Omedeto	boy	34	1.09.1	1.44.3	2.19.3	3.53	..	..	..	33.2
Chestnut	boy	37.2	1.11.2	1.45	2.18.2	..	..	..	..	33.2
Castlefield	boy	37.3	1.13.4	1.47.2	2.20	(last mile of 1¼)	..	..	..	32.3
Lights Out	boy	37.3	1.18.2	1.58.4	2.39	3.10	(last 1¼)	..	..	31
Winsome Dahlia	boy	42.4	1.15.2	1.46.1	2.18.2	..	..	..	..	32.1
Cockerel	JIE	34.2	1.06	1.39.2	2.14.1	2.52.2	..	..	..	38.1
Springie	boy	36	1.15	1.50.4	2.24.1	2.54.4	(last 1¼)	..	..	30.3
Lucky Star	WH	32	1.04.4	1.36.3	2.10.3	..	..	..	..	34
Goldfinch	HEA	33.1	1.06.1	1.38.4	2.13.1	..	..	..	..	34.2
Zuider Zee	JPH	35.4	1.12.2	1.47.2	2.19.4	2.52.4	(last 1¼ whole time 3.28)			33
*Kowloon	GW	34	1.05.4	1.38.3	..	..	(last ¾ whole time 2.16)			32.4
The Recruit	boy	33	1.05	1.39.2	..	..	..	..	..	34.2
Rumor	CRB	36.2	1.11.3	1.45.4	2.19.4	..	..	..	..	34
Goodwood	JIE	39	1.15	1.50	2.23.2	2.56.3	..	..	..	33.1
Disappointing Bird	boy	—	1.15	1.47.3	2.18.3	..	..	..	..	31
*Harlequin	boy	37.2	1.16. 2	1.53.1	2.27.3	2.59.2	(last 1¼)	..	..	31.4
*Kronborg	GW	35	1.06.3	1.40	2.15.3	..	..	..	..	35.3
*Oriole	WH	42	1.21.3	2.01.1	2.39.2	3.17.1	3.51.1	4.22.2	..	31.1
Capercailzie	HEA								..	31.1
*Diala	JPH	38	1.14.2	1.49.3	2.23.2	2.56.2	..	..	..	32.3
Beaconlight	EM	38.2	1.14	1.49.1	2.22.3	2.55.2	3.30	..	..	34.3
*Shirley	RMD	36.1	1.10.3	1.45.2	2.19.2	2.52.2	3.26.3	..	..	34.1
The Kangani	boy	—	1.02.3	1.37	..	..	..	..	..	34.2
Black Pearl	JIE	37.4	1.15	1.50.3	2.25.2	2.58.1	..	..	..	32.4
*Gladiator	CRB	37.3	1.13.1	1.49.3	2.25.1	2.57.1	3.28.3	..	..	31.2
Sandy	boy	39	1.19.1	1.58.3	2.32.3	3.06.2	(last 1¼)	..	..	33.4
Drumstick	boy								..	33.4
Father Xmas	JPH	37	1.16	1.52	2.26	3.00.3	(last 1¼)	..	..	34.3
Niblick	RMD	32.4	1.04.1	1.36	..	..	..	..	..	31.4
*Golden Oriole	WH	40.2	1.17.2	1.49.2	2.31.2	3.03	..	..	..	31.3
Fairylight	EM	33.2	1.10.3	1.45	2.19.1	2.52	(last 1¼)	..	..	32.4
Mechanism	VHL	35	1.13	—	2.20	2.56	(last 1¼)	..	..	36
Pretoria	boy	41.2	1.24.2	2.05	2.44	2.16.3	3.49	..	..	32.2
*Golden Horn	boy	36	1.14	1.50.1	2.24	2.57	..	..	..	33
Bagdad	boy	38.4	1.14	1.49	2.21	2.56.4	..	..	..	35.4
*Grey Goose	RMD	34.3	1.07.4	1.42	2.16.1	2.48.3	3.23.1	..	..	34.3
*Silversand	CRB	38	1.14.3	1.50.3	2.24.2	2.56.2	..	..	..	32
Royalsand	boy								..	32
*Darlington	ESBR	39	1.17.1	1.52.3	2.26.1	3.00.2	..	..	..	34.1
Tuki Tuki	EBR								..	34.1
Peronne	boy	42	1.20.2	1.54	2.25.2	last mile	..	..	..	31.2
Beau Brummel	GG	41.3	1.20	1.54.3	2.26.2	3.00.2	..	..	..	34
10 Cents	AEL								..	34
Paragon	SAS	39.4	1.15.2	1.49.2	2.22	2.54.3	..	..	..	32.3
*Cornwall Chief	boy	37	1.14.2	1.48	2.21.1	2.55.2	..	..	..	34.1
*Goldsand	FV	44	1.30	2.10.2	2.46.2	3.22.2	..	..	..	36
*Reims	VHL	47	1.22.4	1.54.4	2.27.2	..	..	..	..	32.3
*Morningside	boy	40	1.16.1	1.56	2.33.2	3.06.1	3.38.2	..	..	32.1
Sir Victor	boy	38	1.13.3	1.47	2.19.2	..	..	..	..	32.2
Ampat	RMD	38	1.13.4	1.47.3	2.21.4	..	..	..	..	34.1
Wildoats	boy	38.3	1.15	1.49.3	2.24.1	(last mile of 1¼)	..	..	..	34.3
Battle Dawn	GG	40	1.17	1.50	2.23.2	..	..	..	..	33.2
*Isis	ESBR	35	1.13.3	1.53	2.29	3.02.3	..	..	..	†33.3

* Derby Candidates. The Course was slow and dead.
† Grass course. All others Mud course.

At the Movies

Apollo Theater

A three-part Pathe photo-play—"The Time Limit," is the feature of the present program at the Apollo, and it is proving a big draw. All the other items—Gazettes, comedies, etc.—are up to the usual high standard, and patrons of their popular resort are assured of a pleasant evening's entertainment. At the matinee today, the 3rd and 4th stories of "Who's Guilty?" are the *pieces de resistance*.

Tomorrow night, yet two more of the fascinating series of "Who's Guilty?" will be screened. Mr. Hertzberg has no reason to regret his choice of subjects, for the two problems presented week by week have set Shanghai audiences thinking—result, full houses.

The enterprising house of Hertzberg has secured what is probably going to prove one of the biggest attractions that has yet thrilled Shanghai audiences. That magnificent record of British endurance, heroism and victory, portrayed in the epoch-making film "The Battle of the Somme," will be exhibited for four nights only, commencing on May 10. This series of actual happenings has been taken under the direction of the British war office, and its thrilling interest may be judged by the fact that more than one of the camera-artists engaged in the work has lost his life.

Victoria Theater

Owing to the enterprise of that rajah of showmen—Mr. Ramos—"Civilisation," the film that has set the population of the two hemispheres a-talking, is still being exhibited. Tonight, however, is the last opportunity, so do not miss the chance. It will also be screened at the matinee this afternoon.

Tomorrow night, the promised feature is a five-part drama of intrigue and adventure, entitled "The Birth of a Man." Suffragettes, who view this portrayal, will readily discover many of the essentials in which they are lacking.

No one should miss reading the announcement regarding the marvellons film adaptation of one of Gabrielle d'Annunzio's most remarkable prose poems.

Olympic Theater

Mme. Gonzales has come, has seen and conquered! Previously unknown to Shanghai audiences, except through the medium of the press, she scored what might be termed a triumph at her first appearance, and everyone is flocking to hear this sweet singer in her captivating operatic selections.

Tomorrow night a complete new program is announced.

Clarke's Cirque

People are still asking if a "Cirque" is a "circus." It is, and Clarke's, of that ilk, may confidently be recommended as one of the best of its kind. Everything that one may reasonably expect to find in a circus—agility, skill, strength and humor—is to be seen there.

Towa Theater

Whether sentimentally inclined, or a disbeliever in the strength of human affections, one cannot do better than watch the deeds of the hero in "For Love of a Maid"—the four-part Pathe color photo-play. The rest of the program is of special interest, one item showing friend "Wiffles" at his best in a comedy that is really a comedy.

The Weather

Fine weather. The maximum temperature recorded yesterday was 67.8 and the minimum 47.1, the figures for the corresponding day last year being respectively 65.1 and 56.3.

S. V. C. In Fine March Past

(Continued from Page 1)

more to advantage and after them, something which was a general surprise. We had heard of the Motor Corps as something which was to be a sort of transport for women and children in case of trouble.

There was quite a gasp of astonishment when there skimmed by a trim two-seater, towing a galloping Maxim and behind it a motor cycle with a Maxim attached. Both were admirably handled and locked full of efficiency and mischief. There will have to be an aeroplane next year.

A lot of nice things have been said and all were deserved, especially when it is remembered that there had been no rehearsing for this parade. Just one kick, however and that isn't at the fighting men.

The Band is supposed to be first and foremost a Volunteer Band and the Volunteers are the people it has least to do with. But it might try. "Attention" means attention for all and it is awful to see bandsmen lolling all over the place.

Anyway, if they can't drill, they can at least learn that, for the salute, the music is played to the slow march, not even the quick march and certainly not the double, which they did. They did all this with Sergeant-Major Wise specially fathering them and trying to get them right and, if a senior non-com. of the Scottish Borderers can't make them do the right thing, no-one can. So let them go.

Of course there was a speech by Mr. Pearce. This is what he said:

"I deem it a great honor, as your Civil Commandant, to have this opportunity, in company with my colleagues on the Council, of reviewing the full strength of the Volunteer Corps on parade.

"Prior to the outbreak of war in Europe, it was customary for you to be inspected annually by an officer from Hongkong, kindly deputed by the British Government. In 1915 and 1916, it was inconvenient for the Government to depute an officer for this purpose and, as a result, no inspection was held, but it seemed a pity that, for this reason, this most interesting and instructive function should not take place this year and so it was decided by the Council to hold this afternoon's inspection.

"It is extremely gratifying to find your numbers not only well maintained, but actually on the increase, in spite of the large numbers who have left your ranks to take part in the great war and who have joined the great army of those who have been willing to lay down their lives fighting for their country.

"You have, I understand, devoted all your time during this and your two previous years' training to practical work in field maneuvers and mobilisation. That this training has been thorough is proved by your parade today, for, although you have had no practice in ceremonial work your movements have been well carried out, giving sure indication of close touch between officers and men.

"Major Trueman, I congratulate you on the smartness and soldier-like bearing of the Corps, which reflect a great deal of credit on you and the officers under your command and, on behalf of the Council, I wish to thank all ranks for the time they give and their devotion to duty, which have produced such a satisfactory result as we have witnessed this afternoon.

"To one and all, I extend the community's appreciation and thanks for the protection you afford the Settlement."

SAILORS STAGE A GRAND COMEBACK

Wilmington Defeats Shanghai 12 To 8, In Game Replete With Walks And Hits

GREAT MILLINERY DISPLAY

Ladies Enjoy Contest; Hadley Hit Freely; Local Left Field Weak

Old man Fix 'Em, who with oils, greases and various other joint loosening lotions attends to the stiff backs and arms of baseball players, had the sailor boys from the U. S. S. Wilmington in great shape yesterday afternoon, at the Recreation ball yard. After pounding Hadley for seven innings, the Wilmington crew put the game on ice, and left the Shanghai aggregation to go home with the short end of a twelve to eight score. Sweet vengeance indeed, after being swamped a week ago by the landlubbers.

A fine dash of color was lent to the game by the spring millinery and gowns of a number of ladies, who had been over on an adjacent lot watching heroes-to-be in the annual inspection of the Shanghai Volunteer Corps. One lady heard some body shouting for engine oil and grease, and she immediately wanted to know if it was an automobile demonstration. But then why dwell on woman's knowledge of the grand old pastimes?

Shanghai made practically all its runs on walks, plentifully handed out by one Sullivan, who signs his first name among the Wilmington's yeoman, as John. John was sent to the electric chair, at the end of fourth, after walking eleven men, Cox taking his place on the hillock. While he allowed two hits, all that Shanghai made during the game, he was steady, and only one score was chalked up against him.

Hadley had a bad day. The blue jackets had a lot of fun with the willow, and at the conclusion of play ten hits were registered against Shanghai's twirler. The squeaks and rasps emanating from the box heralded the fact that Hadley was rusty. The cry of "get the engine oil," went up from the multitude, but investigation disclosed the lamentable fact that the can containing the precious embrocation had disappeared, so Mr. Hadley creaked on through the afternoon.

The gunners played a good article of ball, making but one error. Shanghai was trying out new talent, which perhaps accounts to some extent for the showing. Just about everybody on the Wilmington team took a crack at the ball. The left field of Shanghai was weak, which helped the opponent's scoring, Hossick, who receives his pay envelope from Uncle Sam, proved to be a good contortionist. He showed that it is equally possible to stand on the ear, as well as on the feet, when taking pegs from a pitcher.

A lovely assortment of walks by John Sullivan, who ought have been named Johnnie Walker, in the first frame, netted Shanghai three runs. Then Wilmington retaliated with four tallies. Parr picked out one of Hadley's straight ones and sent the horsehide on an aerial journey, while he romped home. Some walks, some men hit by pitched ball, and some errors were responsible for the other three scores.

Shanghai scored in the second, third and fourth, the result of walks, issued by Johnnie W. Sullivan.

Perhaps it was the fourth inning that salted the game for the inmates of the Wilmington. Six hits, right in a row, were good for seven scores, and the smiling Hadley ceased to smile. The bombardment finally ended, when Hadley registered a couple of strikeouts.

Conrey, who was touted as the dark horse of the day, did what all good dark horses do, pulled off the unexpected. Up to the sixth inning, Shanghai had not made a hit. And then Conrey, all pink and clean, ambled to the plate, and surprised the hopeful with a safe bingle. Bowman followed him with the second Shanghai hit.

Cox then closed the game by striking out three Shanghai men in a row.

Those who participated in the engagement were as follows: Shanghai: Bills, s.s.: Holliday, 3b: Pomeroy, 2b: Wilhoit, 1b: Conrey, l.f.: Slapp and Bowman, c.f. Reed and Routh, r.f. Blaneo, c. Hadley, p. Wilmington: Prince, 3b: Parr, 2b: Hossick, 1b: Blackmond, s.s. Goldstucker, l.f. Sullivan, r.f. J. Sullivan and Cox, p. Jordon, c. Jennemen, c.f.

Score by innings:

	1	2	3	4	5	6	7	H	E
Shanghai	3	1	3	1	0	0	0	2	5
Wilmington	4	1	0	7	0	0	x	10	1

FORD CAR PRICE CUT

An announcement of special interest to the motoring public of Shanghai is made in the automobile section of today's THE CHINA PRESS, to the effect that the world-known Ford Car is to be sold, from May 1, at a very large further reduction in price.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

SALE OF HATS

EVERY SHAPE, STYLE AND SIZE

Cargo arrived late and will be cleared at 25 per cent below cost.

MAISON DE MODES

Broadway

—BILL SMITH—

Bill Smith had a jitney left out of his pay,
To squander on women or any old way.
Did he spend the coin foolish? Not Billy! No fear!
He purchased a small glass of "Elephant" beer.

"ELEPHANT HEAD" PILSENER IS PURE, RICH, CREAMY

Ask Bill

Garner, Quelch & Co.

Wine Merchants

W. ASSOMULL & CO.,
Indian Store
No. 4, Broadway,
(Opposite Astor House)

Dealers in:
Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc, Inspection cordially solicited.

A large assortment of Chefoo Laces.

Tel. No. 2611. 13212

H. G. HILL & CO.
Drapers & Outfitters
119 Szechuen Road

Quality and Prices of Our Goods appeal to everybody

Just to Hand:
Silk Stockings
Dainty Lingerie
Embroidered Voiles and Muslins

H. G. HILL & CO.

Fresh Butter.

"Daisy" Brand
The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand
Second only to "Daisy." An excellent Butter for the table.

"O.K." Brand Cooking Butter
Excellent for cakes and pastry.

TO BE OBTAINED OF ALL STOREKEEPERS.

BEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

DELICIOUS CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.
LOCKS YALE HARDWARE
COMPLETE STOCKS ON HAND

KNAPP & BAXTER. INC
IMPORTERS OF
AMERICAN PRODUCTS
6 Kiukiang Road, Shanghai, China
Phone: No. 1860 Chinese Dept. No. 1625

Spring and Summer Suits
New American Material and Styles, latest Patterns, in Small Checks and Stripes.
THOM SHING
G. 19 Tiendong Road, near Broadway

CORPORATION SEALS
AND LETTER-HEAD EMBOSSERS

Interchangeable Dies
$15.50 to $25.00 Mex.
THE OFFICE APPLIANCE CO.
TEL. 4778 4 CANTON ROAD, SHANGHAI. TEL. 4778

S. V. C. INSPECTION
SATURDAY, APRIL 28th
Photographs of the ceremony on the Recreation Ground may be obtained from the
Asia Photo Supply Co.
135 Szechuen Road. 13657.

Andersen, Meyer & Co., Limited.
Our office hours will be from 8.30 a.m. to 4.30 p.m., from May 1st, through the summer months. 13646 M 1

Shanghai Race Club

Spring Race Meeting, 1917
7th, 8th and 9th May

TICKETS of Admission have been sent to Members and their Wives. A limited number of Tickets of Admission to the Grand Stand can be obtained from the Secretary, on the nomination of any Member, with the approval of the Stewards, on or before 4 p.m., on Saturday, 5th May, at a cost of $10 each. APPLICATION MUST BE ACCOMPANIED BY CASH.

The issue of Free Tickets of Admission to the Grand Stand for Ladies is limited to the Wives and Daughters of Grand Stand Ticket Holders.

Tickets of Admission for the three Official Race Days and Off Day to the unreserved part of the Compound only, may be obtained at the Gate or from Messrs. Kelly and Walsh, Ltd.

Price—$6 for Gentlemen.
$3 for Ladies.

Single day tickets, obtainable at the Gate only.

Price—$3 for Gentlemen.
$2 for Ladies.

Tickets for the "Off" Day obtainable at the Gate only.

Price—$1 each.

Tiffin and Tea Tickets for Members and Grand Stand Ticket-holders only, may be obtained at the Grand Stand on the Race Days:—

Tiffin Tickets .....Price $2.00 each
Tea Tickets .....Price $0.50 each

The tiffin interval will be after the Third Race each day.

The First Saddling Bell will be rung punctually at 11.15 a.m. each day.

By Order of the Stewards
A. W. OLSEN
Secretary, Shanghai Race Club.

OVERSEAS CLUB

MEMBERS' CONVERSAZIONE
PALACE HOTEL,
Wednesday, May 2, 1917.
at 5 p.m.

Tickets, $1.00 each, may be obtained from Messrs. S. Moutrie and Co., Ltd., The Robinson Piano Co., Ltd., Edward Evans and Sons, Ltd., A. S. Watson & Co., Ltd., or The Palace Hotel.

S/S "IKOMASAN MARU"

THE S/S "Ikomasan Maru" is now discharging her cargo at the Shanghai-Hongkew-Pootung East Wharf. Consignees are requested to send in their B/Is for counter-signature and take immediate delivery of the goods. All claims against this steamer must be in within 10 days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf and godowns to be borne by the consignees of the cargo. Examination of damaged goods will take place at the wharf on Tuesday morning, May 3rd, at 10 a.m.

THE ROBERT DOLLAR COMPANY,
Agents,
Union Building.
13654

SHANGHAI-NANKING RAILWAY

On and from May 1st until October 31st, 1917, Cheap Return Tickets, $1.00 First-Class, 50 cents Second-Class, available on the 17.25 train from Shanghai North to Woosung Forts for return the same evening, or available by any train on Saturdays and Sundays, will be issued. An additional train will leave Shanghai North at 19.10 hours, and the last train will leave Woosung Forts at 22.10 hours.

There is good Hotel accommodation at Woosung Forts under foreign supervision.

The Traffic Manager.
13637

WANTED: EXCELSIOR CODE.
New or Second-hand.
Reply
American P. O. Box 561

When you think of China's Richest Province, Think of Szechuen, and you will also Think of
WIDLER & CO.,
Chungking, West China.
Born 1915 – Still Existing

The Dominion Rubber Co., Ltd.

NOTICE is hereby given that the Third Ordinary Annual General Meeting will be held at 4.30 p.m. Tomorrow, the 30th April, 1917, at the offices of the Secretaries & General Managers, No. 4 Yuen Ming Yuen Road, when the Directors' Report and Statement of Accounts for the year ended 31st December, 1916, will be presented and the ordinary business of the Company transacted.

The Transfer Books and Share Register of the Company will be closed from the 23rd to the 30th April, 1917, both days inclusive.

By Order of the Board of Directors,
MEYER & MEASOR,
Secretaries & General Managers.
Shanghai, 14th April, 1917.
13482

The Chemor United Rubber Co., Ltd.

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Fifth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, Tomorrow, the 30th day of April, 1917, at 3.30 p.m.

The Transfer Books of the Company will be closed from 23rd April to 30th April, 1917, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.
Secretaries & Managers.
Shanghai, 16th April, 1917.
13515

Business and Official Notices are Continued on Page 17

North China Insurance Co., Ltd.

NOTICE TO SHAREHOLDERS

AN Interim Dividend for the year 1916, at the rate of Fifteen per cent upon the Paid-up Capital, has been declared.

Warrants for 1s per share, payable at the Hongkong & Shanghai Banking Corporation at Ex: 3/6⅛ per Tael will be issued on 5th May.

The Transfer Books will be closed from 28th April to 5th May, both days inclusive.

By Order of the Court of Directors,
H. G. SIMMS,
Secretary.
Shanghai, 25th April, 1917.
13607

HOUSES TO LET

DETACHED HOUSE, French Concession, to let June 1st; large drawing room, dining-room, four bedrooms, three bathrooms, kitchen range, hot water, flush closet and septic tank, large verandah, garden, tennis, summer-house, Tls. 150 per month. Apply to Box 453, THE CHINA PRESS. 13599 A 25 29

TO LET, 6 roomed, furnished house in French-town, from June 9th to November 1st. Apply to Box 460, THE CHINA PRESS. 13612 T. F.

BROADWAY TERRACE: 4 roomed houses to let in Broadway. Apply to 10 Yangtszepoo Road. 13601 M 1

EDUCATIONAL

PIANO LESSONS wanted by an American. Particulars and terms to Box 462, THE CHINA PRESS. 13622 M 2

PRIVATE lessons in English by certificated professional English lady teacher. Reasonable terms. Apply to Box 452, THE CHINA PRESS. 13591 M 1

MEDICAL

MADAME MIZKIEWITZ, Accoucheuse of the Vienna Midwifery and Gynecological Medical School May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 470. Shanghai. 1329:

GODOWN WANTED

WANTED to rent, space in godown or small godown. Central. Apply to Box 472, THE CHINA PRESS. 13640 A 29

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-2 Peking Road, or P.D., 150 Haining Road opposite West End Lane.

Amusement Advertising will be found on Page 7

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.
Tel. 3482 9408

Nos. 8 & 11 Quinsan Gardens
(Facing Park)
A large flat, two large and one small room, with board. Bathroom and verandah attached; very cool summer time. Tel. 1946

BOARD-RESIDENCE
Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.
Apply to Box No. 184
THE CHINA PRESS.
12976

TO LET, a small unfurnished room. Terms moderate. Apply to Box 467, THE CHINA PRESS. 13627

WESTERN DISTRICT, to let, with board, double bedroom, facing south, bathroom and verandah attached. Suitable for married couple. Apply to Box 464, THE CHINA PRESS. 13626 A 29

TO LET, with board, Western district, in private British home, flat of two or three rooms. Apply to Box 465, THE CHINA PRESS. 13626 A 29

TO LET, a flat of two rooms, bathroom and kitchen, or single room, near the tram line and in a quiet locality. Apply to 9 Boundary Lane. 13619 A 27 29

TO LET, in good central location, a bright, cool, well-furnished attic room. Excellent board and attendance. Elevator and phone. Terms $70. Apply to Box 499, THE CHINA PRESS. 13580

TO LET, well-furnished room with small room, bathroom, balcony attached. Suitable married couple or bachelors. Terms moderate. 12a Quinsan Gardens. 13597 A 29

CONNAUGHT HOUSE, 3 Minghong Road, 'phone 2650. Family home. Centrally located. Terms moderate. Excellent cuisine. 13542

APARTMENTS WANTED

A MARRIED couple (Americans) wish room and board in American or French family. Apply to Box 474, THE CHINA PRESS. 13647 M 1

SITUATION VACANT

WANTED a competent stenographer. Apply to Box 463, THE CHINA PRESS. 13615 A 29

HOUSES WANTED

WANTED, 6 or 7-roomed house with attics, in Hongkew district, about the beginning of June next. Apply to Box 470, THE CHINA PRESS. 13639 M 1

WANTED, six-roomed house in the Western district or Frenchtown, on or before the first of June. Apply to Box 406, THE CHINA PRESS. 13492 T. F.

SITUATIONS WANTED

EXPERIENCED accountant and all-round office man of neutral nationality, who can furnish excellent testimonials and references, is open to consider any reasonable offer for a change. Apply to Box 469, THE CHINA PRESS. 13683 M.2.

EXECUTIVE POSITION. Young American, 30, of good education, and now holding responsible position; with six years' business experience throughout China; well acquainted with Shanghai and knowledge of Chinese, desires executive position, with promise of excellent future in return for untiring efforts. Kindly give full details of position, salary, future prospects, etc. Address to Box 475, THE CHINA PRESS. 13648 M 1

YOUNG AMERICAN LADY desires position as typist and general office work. No experience, willing to give few weeks trial. Apply to Box 477, THE CHINA PRESS. 13652 M 5

LADY, with knowledge of Russian wants position for general office work. Apply to Box 466, THE CHINA PRESS. 13627

THOSE desirous of obtaining the services of good Japanese or Chinese servants, clerks, etc., are requested to apply to the Philanthropic Association (Aijinkwai), Nos. 137-8 Foochow Road. No charge made. Telephone 3129. 13497

IF you want a good Japanese servant, apply to Iwyaya, No. C-1562 Kashing Road, Shanghai. 13595

Exchange and Mart

WHY HATCH Chinese chickens when for $2.75 you can obtain a setting of imported Leghorn eggs. 2,000 birds for sale, stock in Shanghai. Apply to Box 476, THE CHINA PRESS. 13649 A 29

FOR SALE, an 88-note player-piano of well-known make, together with 25 rolls of music. Has been little used and condition as good as new. Apply to Box 471, THE CHINA PRESS. 13641 A 29

FOR SALE a Chinese pony and two-seated top surrey, with new harness. Pony sound and well-trained; can be driven by lady or child. Owner leaving for home. Any reasonable offer will be considered. Address Dr. Evans, Nanking 13613 M 1

SHAW 2½ h.p. motor-cyclette for sale, brand new. Tls. 150. Apply to Box 456, THE CHINA PRESS. 13606 M 2

FOR SALE, two-seater French car (La Ponette), four-cylinder, 9 h.p., overhauled, repainted, in excellent order, economical, Tls. 950. Apply to Auto Palace, 362 Avenue Joffre. Telephone West 465.

A BIG BARGAIN. A brand-new Remington or Underwood Typewriter, at wholesale price. Apply to Box 473, THE CHINA PRESS. 13642 A 29

FOR SALE, Ford landaulette, in excellent condition. Price Tls. 1,200, or near offer. Apply to Box 468, THE CHINA PRESS. 13629 A 29

IF you want extra keys made for your Yale Locks call at 30 Nanking Road. 13293

FOR SALE, Harley-Davidson motor-cycle, twin cylinder, three-speed gear, with a Cygnet rear car to hold three people, for $900. Been in use only for five months. Apply to S. K. Tsao, Chinese Y. M. C. A., 120 Szechuen Road. 13628

Motor Car and Motor Boat Section of The China Press, Sunday, April 29, 1917

AUTOMOBILES

SHANGHAI, SUNDAY APRIL 29, 1917

TAKE CARE OF THE DEMOUNTABLE RIMS

Mud and Dirt Between Rim and Wheel May Make Rim Demountable In Name Only

The demountable rim is demountable in name only unless it is properly taken care of, says William H. Stewart jr., President of the Stewart Automobile School. If mud and dirt are allowed to collect between the rim and the wheel they will cause rust, which will grip the rim so tightly that it may take hours to remove it instead of seconds. A few suggestions along this line will be particularly valuable just at this time as this is the muddy season, and matters will get worse until the spring rains are over.

Do not wait until a puncture obliges you to remove the rim, but seize the first opportunity to remove it and break up any adhesion which has already formed. Of course, if you have a spare rim or two you will go over those first. Clean off any rust with sandpaper or emery cloth. Kerosene will soften rust, but it will also cause it. If you use it at all remove it carefully afterward, using gasoline. When the rim is clean and dry it should be painted with special rim paint obtainable at any auto supply store. This is unaffected by rust and will not flake off. It will wear off, however, and so should be renewed in places whenever the rim is removed.

Aluminum paint may be used if you prefer the finish of aluminum. It is nothing but powdered aluminum held together with banana oil. It protects the surface very effectually, and, being a powder, does not flake off. It looks very well at the sides, but is not thick enough to protect the part where the tire touches the rim or the rim rests on the wheel. For this reason a mixture of graphite and shellac is to be preferred. Mix enough graphite with the shellac to give it a good color, thinning it a little with alcohol to make it flow readily. Apply this carefully, letting it dry, and giving it two coats if thought necessary. Give it plenty of time to dry or it will stick and pull away where anything touches it.

Even where no demountable rim is used the rim should have this treatment so as to prevent the shoe from sticking to it. While it may seem irksome, the tires should be removed and the rims painted even before a puncture calls for a change. The welding process is going on all the time, each day adding something to its holding power, so that some day when you are required to change tires in a hurry you will find the tire so tightly fastened that you will lose many times the short time required to remove the tire originally and paint the rim.

Another point of immense importance is to put grease on the bolts and nuts. If the threads are filled with grease the water cannot work in and rust the two together. Some rims have bolts going through the felloe of the wheel. This hole should be filled with grease to keep out water. Another place where grease is of primary importance is in the hub of a detachable wheel. After removing it look carefully and you will see where it is bevelled to make a tight fit on the axle. This should have grease smeared over it every time it is removed. To provide for this fill the space between the ends with grease and there will always be some within reach.

If you should prefer grease to paint on the rings or other parts which secure the quick-detachable tires it may be used, but it is advisable to work a good deal of graphite into it. This is especially advised if the grease is to be used where the tire can touch it. Have it mostly graphite, with only enough grease to hold it on. If these directions are followed, says Mr. Stewart, you will have reason to be thankful if ever you have to change tires in a hurry.

Marvel of the Ford

In a critical review of the life and accomplishments of Henry Ford, the New York Evening Mail has drawn from Mr. Ford's career a lesson for industrial America which, it declared, must apply to all avenues of endeavor in this country.

The article brought comment from many sources, especially political ones, and was read with unusual evidence of interest by Mr. Hughes, republican nominee for president. Mr. Ford's industrial philosophy seems to be received by the leaders of both political parties as a sort of beacon light in American affairs, as lighting the way to better things for all the people.

Referring to Mr. Ford as the world's greatest economist, the Mail, among other things, says:

"In the homely, forceful way he has of expressing things, Henry Ford has likened the automobile market to a pyramid of layers and layers of people. Up at the top there is but one. At the bottom there are hundreds upon hundreds of thousands—perhaps millions.

"If there were only one car in the world, he supposed one man would pay a million dollars for it. There are however, 2,000,000 families in the United States who should have automobiles and every time the price of a car is reduced the market is broadened by uncovering a new and wider layer to the pyramid.

"It is as an economist, a master merchant, that Henry Ford most concerns America. He has furnished the most absolute proof of the soundness and the virtue to the people of low cost and big volume.

"Perhaps no other business than that of the automobile offered so good an opportunity for the demonstration. It is new. It has not been bound up in old ideas and old systems. It was saved from many perils through the good sense of its pioneers in agreeing to co-operate competition by standardising the tread of the car, standardising various parts of the car, eliminating strife and ruinous legal fighting over patents and limiting rivalry to salesmanship, to efficiency, utility and value.

"The output of the Ford plant is colossal, it is one of the industrial wonders of the world, all the more amazing in view of the short time in which the automobile has been a vehicle for man.

"Mr. Ford is to make 1,000,000 a year. More than one-half of all the cars in America today are Fords. There is a limit to everything. The point of saturation may have been reached or may be approaching in America. The manufacturers think not. Conservative observers think otherwise. There may be a halt temporarily and then a new era of development and expansion.

"That, however, is beside the main issue. The great thing Ford and a few of the others have demonstrated is the responsiveness of this great American market of 100,000,000 or 110,000,000 of people to immense volume of an essential product when that product is brought down to reasonable price.

"They have proved there is more profit in a great output at a moderate profit than in limited output at a higher rate of gain.

"No other nation offers such a market as does this one in America. No other industry has proven so wonderfully and so convincingly the worth of manufacturing principles and methods that are and always have been at the command of all great volume of output, making possible the application of numerous manufacturing economies otherwise impossible, and these economies in turn make for lower selling price of the product. Greater volume of production means greater prosperity, more employment, better living.

"The example Mr. Ford has given to the manufacturing world must sink deep into the consciousness of men in other lines of industry. It must serve to eliminate much of the waste with which too many of our industries are cursed. It must promote standardisation. There is not a large business in America that cannot profit by what has been done in the automobile field. How burdened we are with wrong ideas few persons realise. How widely we could economise, and in economising improve, few appreciate. The railroads could save countless millions by standardising the box car.

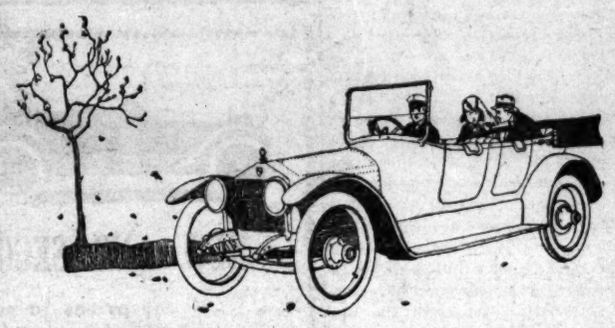
"Today there are 1,100 different styles of box cars. And a box car costs approximately $1,000. Fifty or 70 styles would serve immeasurably better and the cost of manufacturing would be reduced immediately, perhaps $100 per car. There are 2,500,000 box cars on the railroads in the United States.

"Standardisation would reduce the cost of shipbuilding. The fogies fight against it, ridicule the idea, scoff as they scoffed at Ford.

"There is scarcely an industry in our whole business fabric to which the lesson of Ford could not be brought home with profit to the producer and profit to the consumer.

"Greater than as an apostle of social justice is Henry Ford the industrial economist."

The ROAMER
America's Smartest Car



Lord Roberts wrote

— in expressing his opinion of Studebaker products that were purchased for service in the Boer War:

"Waggons were imported from the United States and these proved superior to any other make, either of Cape or English manufacture. They were built by Messrs. Studebaker Bros. Company, who have a great vehicle factory at South Bend, Indiana, U. S. A."

—and now again Studebaker dependability is being demonstrated on the battlefields of Europe

Equipment includes electric lights, electric starter, high tension magneto, Yale lock on dash, Blackmore curtain opener, Khaki hood with leather edge and Khaki envelope, self-ventilating, rain-vision wind screen, individual robe hangers, straight-grained, semi-glazed, genuine leather upholstery, electric signal horn, extra rim, and complete set of tools.

MANY hundreds of Studebaker cars purchased by the English and Russian Governments are now giving service on the battlefields of Europe.

This proves that Studebaker cars are built to withstand the most rigid tests of service imaginable, and that no motor cars are better fitted for the use of motorists in Shanghai than those bearing the Studebaker name.

The latest Studebaker models are now on display in our showrooms. Come in and inspect them and see for yourself how well they are equipped to give lasting, dependable service.

All Studebaker cars for the overseas market are manufactured at the Canadian Studebaker factory, Walkerville, Ontario.

Studebaker

Six Cylinder Taels 2150

H. S. Honigsberg & Co., Inc.
Tel. West 1234.

Shanghai Horse Bazaar & Motor Co., Ltd.

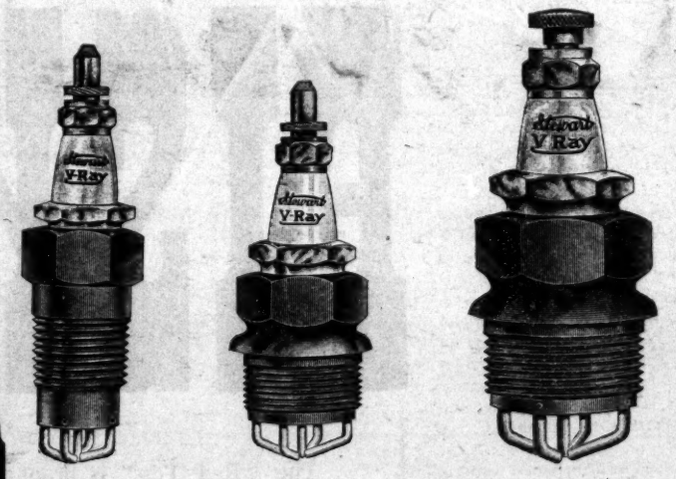
SERVICE STATION

for

STEWART-WARNER SPEEDOMETER CORPORATION

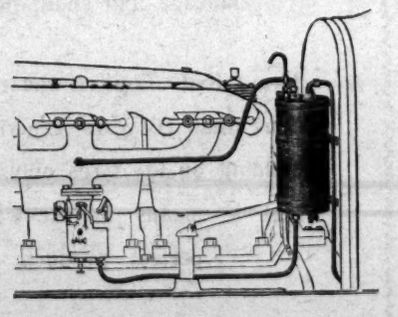
of Chicago, U.S.A.

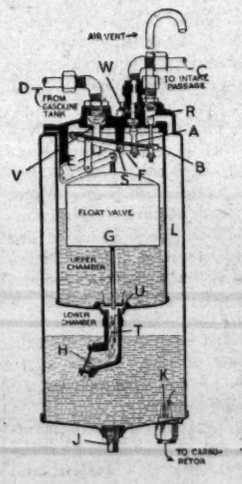
Large Stock carried of SPARK PLUGS of all Sizes



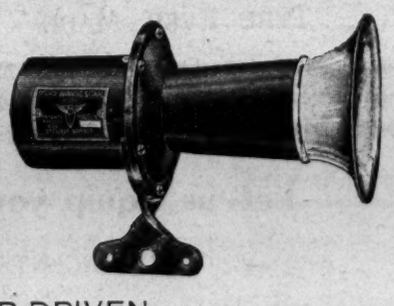
SPEED-OMETERS

VACUUM GASOLINE SYSTEMS

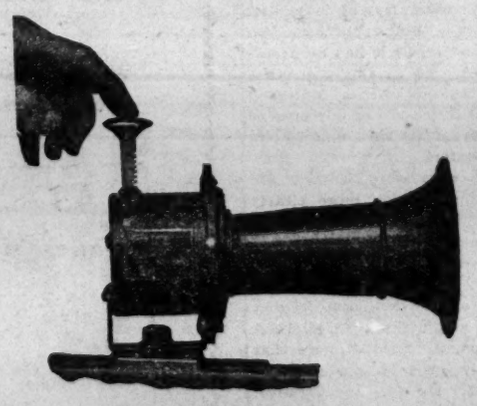




WARNING SIGNALS



MOTOR-DRIVEN



HAND-DRIVEN

Spare Parts for Speedometer, Horn, etc.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

SALE OF HATS

EVERY SHAPE, STYLE AND SIZE

Cargo arrived late and will be cleared at 25 per cent below cost.

MAISON DE MODES

Broadway

— BILL SMITH —

Bill Smith had a jitney left out of his pay,
To squander on women or any old way.
Did he spend the coin foolish? Not Billy! No fear!
He purchased a small glass of "Elephant" Beer.

"ELEPHANT HEAD" PILSENER IS PURE, RICH, CREAMY

Ask Bill

Garner, Quelch & Co.

Wine Merchants

W. ASSOMULL & CO.,
Indian Store
No. 4, Broadway,
(Opposite Astor House)

Dealers in:
Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc, Inspection cordially solicited.

A large assortment of Chefoo Laces.
Tel. No. 2611.
13212

H. G. HILL & CO.
Drapers & Outfitters
119 Szechuen Road

Quality and Prices of Our Goods appeal to everybody

Just to Hand:
Silk Stockings
Dainty Lingerie
Embroidered Voiles and Muslins

H. G. HILL & CO.

Fresh Butter.

"Daisy" Brand
The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand
Second only to "Daisy." An excellent Butter for the table.

"O.K." Brand Cooking Butter
Excellent for cakes and pastry.

TO BE OBTAINED OF ALL STOREKEEPERS.

PURE CANADIAN CHEDDAR CHEESE
in 8 lb. rounds.

DIETZ'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 345. 5 Peking Road.

Shanghai Race Club

Spring Race Meeting, 1917
7th, 8th and 9th May

TICKETS of Admission have been sent to Members and their Wives. A limited number of Tickets of Admission to the Grand Stand can be obtained from the Secretary, on the nomination of any Member, with the approval of the Stewards, on or before 4 p.m., on Saturday, 5th May, at a cost of $10 each. APPLICATION MUST BE ACCOMPANIED BY CASH.

The Issue of Free Tickets of Admission to the Grand Stand for Ladies is limited to the Wives and Daughters of Grand Stand Ticket Holders.

Tickets of Admission for the three Official Race Days and Off Day to the unreserved part of the Compound only, may be obtained at the Gate or from Messrs. Kelly and Walsh, Ltd.

Price—$6 for Gentlemen.
$3 for Ladies.

Single day tickets, obtainable at the Gate only.

Price—$3 for Gentlemen.
$2 for Ladies.

Tickets for the "Off" Day obtainable at the Gate only.

Price—$1 each.

Tiffin and Tea Tickets for Members and Grand Stand Ticket-holders only, may be obtained at the Grand Stand on the Race Days:—

Tiffin Tickets .....Price $2.00 each
Tea Tickets .....Price $0.50 each

The tiffin interval will be after the Third Race each day.

The First Saddling Bell will be rung punctually at 11.15 a.m. each day.

By Order of the Stewards
A. W. OLSEN
Secretary, Shanghai Race Club.

OVERSEAS CLUB

MEMBERS' CONVERSAZIONE

PALACE HOTEL,
Wednesday, May 2, 1917.
at 5 p.m.

Tickets, $1.00 each, may be obtained from Messrs. S. Moutrie and Co., Ltd., The Robinson Piano Co., Ltd., Edward Evans and Sons, Ltd., A. S. Watson & Co., Ltd., or The Palace Hotel.

S/S "IKOMASAN MARU"

THE S/S "Ikomasan Maru" is now discharging her cargo at the Shanghai-Hongkew-Pootung East Wharf. Consignees are requested to send in their B/Is for counter-signature and take immediate delivery of the goods. All claims against this steamer must be in within 10 days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf and godowns to be borne by the consignees of the cargo. Examination of damaged goods will take place at the wharf on Tuesday morning, May 3rd, at 10 a.m.

THE ROBERT DOLLAR COMPANY.
Agents,
Union Building.
13654

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.

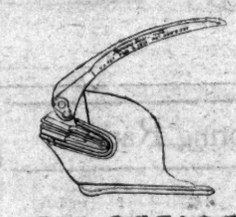
LOCKS YALE HARDWARE

COMPLETE STOCKS ON HAND

KNAPP & BAXTER. INC
IMPORTERS OF
AMERICAN PRODUCTS
6 Kiukiang Road, Shanghai, China
Phone: No. 1860 Chinese Dept. No. 1625

Spring and Summer Suits
New American Material and Styles, latest Patterns, in Small Checks and Stripes.
THOM SHING
G. 19 Tiendong Road, near Broadway

CORPORATION SEALS
AND LETTER-HEAD EMBOSSERS



Interchangeable Dies
$15.00 to $25.00 Mex.
THE OFFICE APPLIANCE CO.
TEL. 4778 4 CANTON ROAD, SHANGHAI. TEL. 4778

S. V. C. INSPECTION
SATURDAY, APRIL 28th

Photographs of the ceremony on the Recreation Ground may be obtained from the
Asia Photo Supply Co.
135 Szechuen Road.
13657.

SHANGHAI-NANKING RAILWAY

On and from May 1st until October 31st, 1917, Cheap Return Tickets, $1.00 First-Class, 50 cents Second-Class, available on the 17.25 train from Shanghai North to Woosung Forts for return the same evening, or available by any train on Saturdays and Sundays, will be issued. An additional train will leave Shanghai North at 19.10 hours, and the last train will leave Woosung Forts at 22.10 hours.

There is good Hotel accommodation at Woosung Forts under foreign supervision.

The Traffic Manager.
13637

WANTED: EXCELSIOR CODE.
New or Second-hand.
Reply
American P. O. Box 561

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.
Born 1915 — Still Existing

The Dominion Rubber Co., Ltd.

NOTICE is hereby given that the Third Ordinary Annual General Meeting will be held at 4.30 p.m. Tomorrow, the 30th April, 1917, at the offices of the Secretaries & General Managers, No. 4 Yuen Ming Yuen Road, when the Directors' Report and Statement of Accounts for the year ended 31st December, 1916, will be presented and the ordinary business of the Company transacted.

The Transfer Books and Share Register of the Company will be closed from the 23rd to the 30th April, 1917, both days inclusive.

By Order of the Board of Directors.
MEYER & MEASOR,
Secretaries & General Managers.
Shanghai, 14th April, 1917.
13482

The Chemor United Rubber Co., Ltd.
(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Fifth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, Tomorrow, the 30th day of April, 1917, at 3.30 p.m.

The Transfer Books of the Company will be closed from 23rd April to 30th April, 1917, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.
Secretaries & Managers.
Shanghai, 16th April, 1917.
13515

Business and Official Notices are Continued on Page 17

Andersen, Meyer & Co., Limited.

Our office hours will be from 8.30 a.m. to 4.30 p.m., from May 1st, through the summer months.
13646 M 1

North China Insurance Co., Ltd.

NOTICE TO SHAREHOLDERS

AN Interim Dividend for the year 1916, at the rate of Fifteen per cent upon the Paid-up Capital, has been declared.

Warrants for 1s per share, payable at the Hongkong & Shanghai Banking Corporation at Ex: 3/6⅜ per Tael will be issued on 5th May.

The Transfer Books will be closed from 28th April to 5th May, both days inclusive.

By Order of the Court of Directors.
H. G. SIMMS,
Secretary.
Shanghai, 25th April, 1917.
13607

HOUSES TO LET

DETACHED HOUSE, French Concession, to let June 1st; large drawing room, dining-room, four bedrooms, three bathrooms, kitchen range, hot water, flush closet and septic tank, large verandah, garden, tennis, summer-house, Tls. 150 per month. Apply to Box 453, THE CHINA PRESS.
13599 A 25 29

TO LET, 6 roomed, furnished house in French-town, from June 9th to November 1st. Apply to Box 460, THE CHINA PRESS.
13612 T. F.

BROADWAY TERRACE: 4 roomed houses to let in Broadway. Apply to 10 Yangtszepoo Road.
13601 M 1

EDUCATIONAL

PIANO LESSONS wanted by an American. Particulars and terms to Box 462, THE CHINA PRESS.
13622 M 2

PRIVATE lessons in English by certificated professional English lady teacher. Reasonable terms. Apply to Box 452, THE CHINA PRESS.
13591 M 1

MEDICAL

MADAME MIZKIEWITZ, Accoucheuse of the Vienna Midwifery and Gynecological Medical School May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 470. Shanghai.
1329:

GODOWN WANTED

WANTED to rent, space in godown or small godown. Central. Apply to Box 472, THE CHINA PRESS.
13640 A 29

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-2 Peking Road, or P.D., 150 Haining Road opposite West End Lane.

Amusement Advertising will be found on Page 7

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.
Tel. 3482
9403

Nos. 8 & 11 Quinsan Gardens
(Facing Park)
A large flat, two large and one small room, with board. Bathroom and verandah attached; very cool summer time. Tel. 1946

BOARD-RESIDENCE
Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.
Apply to Box No. 184
THE CHINA PRESS.
12976

TO LET, a small unfurnished room. Terms moderate. Apply to Box 467, THE CHINA PRESS.
13627

WESTERN DISTRICT, to let, with board, double bedroom, facing south, bathroom and verandah attached. Suitable for married couple. Apply to Box 464, THE CHINA PRESS.
13626 A 29

TO LET, with board, Western district, in private British home, flat of two or three rooms. Apply to Box 465, THE CHINA PRESS.
13626 A 29

TO LET, a flat of two rooms, bathroom and kitchen, or single room, near the tram line and in a quiet locality. Apply to 9 Boundary Lane.
13619 A 27 29

TO LET, in good central location, a bright, cool, well-furnished attic room. Excellent board and attendance. Elevator and phone. Terms $70. Apply to Box 499, THE CHINA PRESS.
13589

TO LET, well-furnished room with small room, bathroom, balcony attached. Suitable married couple or bachelors. Terms moderate. 12a Quinsan Gardens.
13597 A 29

CONNAUGHT HOUSE, 3 Minghong Road, 'phone 2650. Family home. Centrally located. Terms moderate. Excellent cuisine.
13542

APARTMENTS WANTED

A MARRIED couple (Americans) wish room and board in American or French family. Apply to Box 474, THE CHINA PRESS.
13647 M 1

SITUATION VACANT

WANTED a competent stenographer. Apply to Box 463, THE CHINA PRESS.
13615 A 29

HOUSES WANTED

WANTED, 6 or 7-roomed house with attics, in Hongkew district, about the beginning of June next. Apply to Box 470, THE CHINA PRESS.
13639 M 1

WANTED, six-roomed house in the Western district or Frenchtown, on or before the first of June. Apply to Box 406, THE CHINA PRESS.
13492 T. F.

SITUATIONS WANTED

EXPERIENCED accountant and all-round office man of neutral nationality, who can furnish excellent testimonials and references, is open to consider any reasonable offer for a change. Apply to Box 469, THE CHINA PRESS.
13683 M.2.

EXECUTIVE POSITION. Young American, 30, of good education, and now holding responsible position; with six years' business experience throughout China; well acquainted with Shanghai and knowledge of Chinese, desires executive position, with promise of excellent future in return for untiring efforts. Kindly give full details of position, salary, future prospects, etc. Address to Box 475, THE CHINA PRESS.
13648 M 1

YOUNG AMERICAN LADY desires position as typist and general office work. No experience, willing to give few weeks trial. Apply to Box 477, THE CHINA PRESS.
13652 M 5

LADY, with knowledge of Russian wants position for general office work. Apply to Box 466, THE CHINA PRESS.
13627

THOSE desirous of obtaining the services of good Japanese or Chinese servants, clerks, etc., are requested to apply to the Philanthropic Association (Aijinkwai), Nos. 137-8 Foochow Road. No charge made. Telephone 3129.
13497

IF you want a good Japanese servant, apply to Iwyaya, No. C-1562 Kashing Road, Shanghai.
13595

Exchange and Mart

WHY HATCH Chinese chickens when for $2.75 you can obtain a setting of imported Leghorn eggs. 2,000 birds for sale, stock in Shanghai. Apply to Box 476, THE CHINA PRESS.
13643 A 29

FOR SALE, an 88-note player-piano of well-known make, together with 25 rolls of music. Has been little used and condition as good as new. Apply to Box 471, THE CHINA PRESS.
13641 A 29

FOR SALE a Chinese pony and two-seated top surrey, with new harness. Pony sound and well-trained; can be driven by lady or child. Owner leaving for home. Any reasonable offer will be considered. Address Dr. Evans, Nanking
13613 M 1

SHAW 2½ h.p. motor-cyclette for sale, brand new. Tls. 150. Apply to Box 456, THE CHINA PRESS.
13606 M 2

FOR SALE, two-seater French car (La Ponette), four-cylinder, 9 h.p., overhauled, repainted, in excellent order, economical, Tls. 950. Apply to Auto Palace, 362 Avenue Joffre. Telephone West 465.

A BIG BARGAIN. A brand-new Remington or Underwood Typewriter, at wholesale price. Apply to Box 473, THE CHINA PRESS.
13642 A 29

FOR SALE, Ford landaulette, in excellent condition. Price Tls. 1,200, or near offer. Apply to Box 468, THE CHINA PRESS.
13629 A 29

IF you want extra keys made for your Yale Locks call at 30 Nanking Road.
13293

FOR SALE, Harley-Davidson motor-cycle, twin cylinder, three-speed gear, with a Cygnet rear car to hold three people, for $900. Been in use only for five months. Apply to S. K. Tsao, Chinese Y. M. C. A., 120 Szechuen Road.
13628

Motor Car and Motor Boat Section of The China Press, Sunday, April 29, 1917

AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 29, 1917

TAKE CARE OF THE DEMOUNTABLE RIMS

Mud and Dirt Between Rim and Wheel May Make Rim Demountable In Name Only

The demountable rim is demountable in name only unless it is properly taken care of, says William H. Stewart jr., President of the Stewart Automobile School. If mud and dirt are allowed to collect between the rim and the wheel they will cause rust, which will grip the rim so tightly that it may take hours to remove it instead of seconds. A few suggestions along this line will be particularly valuable just at this time as this is the muddy season, and matters will get worse until the spring rains are over.

Do not wait until a puncture obliges you to remove the rim, but seize the first opportunity to remove it and break up any adhesion which has already formed. Of course, if you have a spare rim or two you will go over those first. Clean off any rust with sandpaper or emery cloth. Kerosene will soften rust, but it will also cause it. If you use it at all remove it carefully afterward, using gasoline. When the rim is clean and dry it should be painted with special rim paint obtainable at any auto supply store. This is unaffected by rust and will not flake off. It will wear off, however, and so should be renewed in places whenever the rim is removed.

Aluminum paint may be used if you prefer the finish of aluminum. It is nothing but powdered aluminum held together with banana oil. It protects the surface very effectually, and, being a powder, does not flake off. It looks very well at the sides, but is not thick enough to protect the part where the tire touches the rim or the rim rests on the wheel. For this reason a mixture of graphite and shellac is to be preferred. Mix enough graphite with the shellac to give it a good color, thinning it a little with alcohol to make it flow readily. Apply this carefully, letting it dry, and giving it two coats if thought necessary. Give it plenty of time to dry or it will stick and pull away where anything touches it.

Even where no demountable rim is used the rim should have this treatment so as to prevent the shoe from sticking to it. While it may seem irksome, the tires should be removed and the rims painted even before a puncture calls for a change. The welding process is going on all the time, each day adding something to its holding power, so that some day when you are required to change tires in a hurry you will find the tire so tightly fastened that you will lose many times the short time required to remove the tire originally and paint the rim.

Another point of immense importance is to put grease on the bolts and nuts. If the threads are filled with grease the water cannot work in and rust the two together. Some rims have bolts going through the felloe of the wheel. This hole should be filled with grease to keep out water. Another place where grease is of primary importance is in the hub of a detachable wheel. After removing it look carefully and you will see where it is bevelled to make a tight fit on the axle. This should have grease smeared over it every time it is removed. To provide for this fill the space between the ends with grease and there will always be some within reach.

If you should prefer grease to paint on the rings or other parts which secure the quick-detachable tires it may be used, but it is advisable to work a good deal of graphite into it. This is especially advised if the grease is to be used where the tire can touch it. Have it mostly graphite, with only enough grease to hold it on. If these directions are followed, says Mr. Stewart, you will have reason to be thankful if ever you have to change tires in a hurry.

Marvel of the Ford

In a critical review of the life and accomplishments of Henry Ford, the New York Evening Mail has drawn from Mr. Ford's career a lesson for industrial America which, it declared, must apply to all avenues of endeavor in this country.

The article brought comment from many sources, especially political ones, and was read with unusual evidence of interest by Mr. Hughes, republican nominee for president. Mr. Ford's industrial philosophy seems to be received by the leaders of both political parties as a sort of beacon light in American affairs, as lighting the way to better things for all the people.

Referring to Mr. Ford as the world's greatest economist, the Mail, among other things, says:

"In the homely, forceful way he has of expressing things, Henry Ford has likened the automobile market to a pyramid of layers and layers of people. Up at the top there is but one. At the bottom there are hundreds upon hundreds of thousands—perhaps millions.

"If there were only one car in the world, he supposed one man would pay a million dollars for it. There are however, 2,000,000 families in the United States who should have automobiles and every time the price of a car is reduced the market is broadened by uncovering a new and wider layer to the pyramid.

"It is as an economist, a master merchant, that Henry Ford most concerns America. He has furnished the most absolute proof of the soundness and the virtue to the people of low cost and big volume.

"Perhaps no other business than that of the automobile offered so good an opportunity for the demonstration. It is new. It has not been bound up in old ideas and old systems. It was saved from many perils through the good sense of its pioneers in agreeing to co-operate competition by standardising the tread of the car, standardising various parts of the car, eliminating strife and ruinous legal fighting over patents and limiting rivalry to salesmanship, to efficiency, utility and value.

"The output of the Ford plant is colossal, it is one of the industrial wonders of the world, all the more amazing in view of the short time in which the automobile has been a vehicle for man.

"Mr. Ford is to make 1,000,000 a year. More than one-half of all the cars in America today are Fords. There is a limit to everything. The point of saturation may have been reached or may be approaching in America. The manufacturers think not. Conservative observers think otherwise. There may be a halt temporarily and then a new era of development and expansion.

"That, however, is beside the main issue. The great thing Ford and a few of the others have demonstrated is the responsiveness of this great American market of 100,000,000 or 110,000,000 of people to immense volume of an essential product when that product is brought down to reasonable price.

"They have proved there is more profit in a great output at a moderate profit than in limited output at a higher rate of gain.

"No other nation offers such a market as does this one in America. No other industry has proven so wonderfully and so convincingly the worth of manufacturing principles and methods that are and always have been at the command of all great volume of output, making possible the application of numerous manufacturing economies otherwise impossible, and these economies in turn make for lower selling price of the product. Greater volume of production means greater prosperity, more employment, better living.

"The example Mr. Ford has given to the manufacturing world must sink deep into the consciousness of men in other lines of industry. It must serve to eliminate much of the waste with which too many of our industries are cursed. It must promote standardisation. There is not a large business in America that cannot profit by what has been done in the automobile field. How burdened we are with wrong ideas few persons realise. How widely we could economise, and in economising improve, few appreciate. The railroads could save countless millions by standardising the box car.

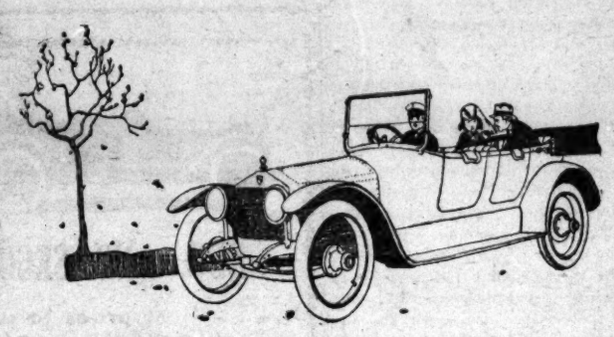
"Today there are 1,100 different styles of box cars. And a box car costs approximately $1,000. Fifty or 70 styles would serve, immeasurably better and the cost of manufacturing would be reduced immediately, perhaps $100 per car. There are 2,500,000 box cars on the railroads in the United States.

"Standardisation would reduce the cost of shipbuilding. The fogies fight against it, ridicule the idea, scoff as they scoffed at Ford.

"There is scarcely an industry in our whole business fabric to which the lesson of Ford could not be brought home with profit to the producer and profit to the consumer.

"Greater than as an apostle of social justice is Henry Ford the industrial economist."

The ROAMER
America's Smartest Car



Lord Roberts wrote

— in expressing his opinion of Studebaker products that were purchased for service in the Boer War:

"Waggons were imported from the United States and these proved superior to any other make, either of Cape or English manufacture. They were built by Messrs. Studebaker Bros. Company, who have a great vehicle factory at South Bend, Indiana, U. S. A."

—and now again Studebaker dependability is being demonstrated on the battlefields of Europe

Equipment includes electric lights, electric starter, high tension magneto, Yale lock on dash, Blackmore curtain opener, Khaki hood with leather edge and Khaki envelope, self-ventilating, rain-vision wind screen, individual robe hangers, straight-grained, semi-glazed, genuine leather upholstery, electric signal horn, extra rim, and complete set of tools.

MANY hundreds of Studebaker cars purchased by the English and Russian Governments are now giving service on the battlefields of Europe.

This proves that Studebaker cars are built to withstand the most rigid tests of service imaginable, and that no motor cars are better fitted for the use of motorists in Shanghai than those bearing the Studebaker name.

The latest Studebaker models are now on display in our showrooms. Come in and inspect them and see for yourself how well they are equipped to give lasting, dependable service.

All Studebaker cars for the overseas market are manufactured at the Canadian Studebaker factory, Walkerville, Ontario.

Studebaker

Six Cylinder Taels 2150

H. S. Honigsberg & Co., Inc.
Tel. West 1234.

Shanghai Horse Bazaar & Motor Co., Ltd.

SERVICE STATION

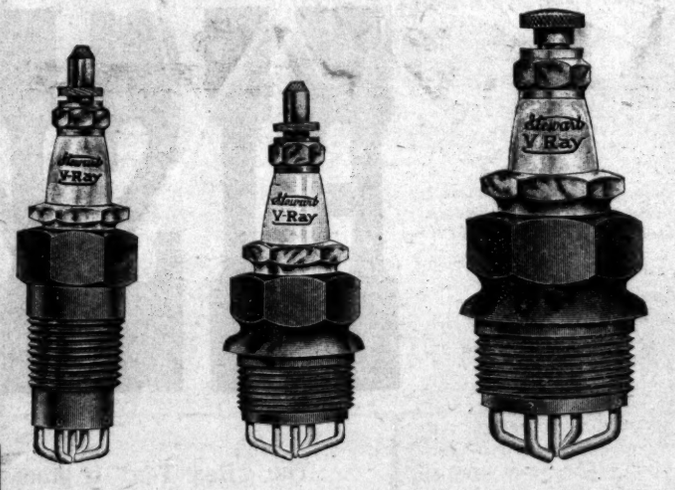
for

STEWART-WARNER SPEEDOMETER CORPORATION

of Chicago, U.S.A.

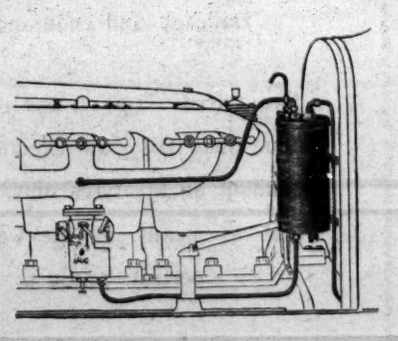
Large Stock carried of

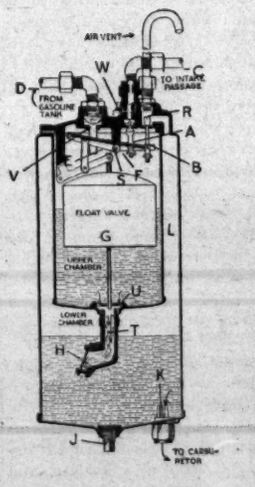
SPARK PLUGS of all Sizes



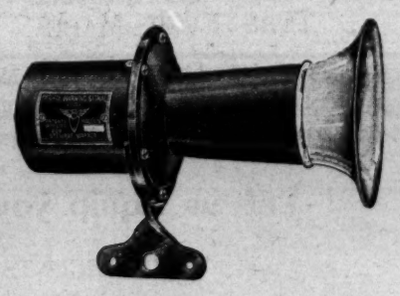
SPEED-OMETERS

VACUUM GASOLINE SYSTEMS

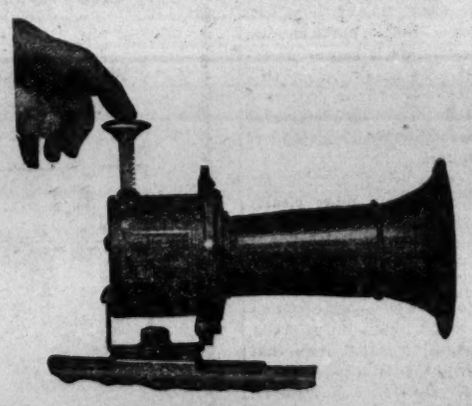




WARNING SIGNALS



MOTOR-DRIVEN



HAND-DRIVEN

Spare Parts for Speedometer, Horn, etc.

Buick General Sales Manager Talks

In the face of soaring material costs, many have wondered how we could continue to market our present product at prices that were based on the cost of material months ago, says Mr. E. T. Strong, general sales manager of the Buick Co. The answer is twofold: first, because a large proportion of the materials used in building this season's cars was purchased a year ago, and in some instances even previous to that. And second, because efficiency in Buick manufacturing methods has been so largely increased and extended that we have been able, until now, to largely offset the rising cost of materials.

The limit of this double elasticity has been reached, however, with the result that we are compelled either to increase our prices or lower the standard of our product, and the latter, as is known instinctively to every one of those who know Buick ideals, is a thought that is not to be entertained for a single minute.

Buick reputation for quality is the greatest single asset the company possesses, and no circumstance or combination of circumstances could possibly influence the company to place this reputation in jeopardy.

The date for making these increased prices effective was delayed as long as possible, for the reason that we desired to protect those of our dealers who already have thousands of unfilled orders for Buick Valve-in-Head motor cars. We hoped to get "caught up" before making the announcement. We thought that with cold weather there would come a lull in the flood of orders for Buick cars, and that, we were once even with the demand, we could start in anew at the increased price. But in that expectation we reckoned without our customers, for it remains a fact that the harder we try to catch up the greater is the demand.

Demand Exceeds Supply

Some weeks ago the production departments were told to make a tremendous effort to build cars enough to fill present orders. They responded ably, but to no purpose, because the faster they built Buicks the faster our friends demanded them. In the month of November, exactly 10,700 Buick Valve-in-Head motor cars were built and shipped, the production for one day during the month reaching 587 cars—a new factory record. And yet, at the beginning of December, there were just 169 cars unsold at branch houses and in transit throughout the United States.

For years it has been an accepted fact that the Buick Motor Company gave more value, dollar for dollar, than any other maker of motor cars, and thousands of those who have bought Buicks have wondered, in the face of what was offered elsewhere for a similar or even a greater price, how we could give so much for the money, especially when considering the material used.

The present tremendous demand for Buick motor cars springs from the motoring public's conviction that these cars offer the greatest value, for the price asked, that the market affords. Thousands of Buick owners will assure you that out of their own personal experiences they have found this to be true, and these buyers are firmly convinced that Buick value will always remain at a point far ahead of Buick price, regardless of what that price may be.

Another matter, which we wish to clear up with our dealers and trade in general, concerns numerous and somewhat widespread reports that it is the Buick Motor Company's intention to discontinue some of our present models in Sixes or Fours, also reports that it is the purpose of the Buick Motor Company to place upon the market at this time one or more new models to supplant some of the models above mentioned.

Present Lines Continue

In view of rumors, which manifestly are put in circulation to disturb and annoy Buick dealers, and the ever growing army of those who contemplate a Buick purchase, we again will state, as it has been emphatically stated in the past, that our present lines will be continued during the entire life of our present selling agreements with our dealers and distributors.

If there were words with which to state the situation more clearly with respect to this matter, those words would be employed here, because it is our earnest desire to remove every trace of doubt from the minds of our dealers and friends. Positively, and without the slightest equivocation, it is stated here that Buick Valve-in-Head models D-6-44, D-6-45, D-6-46, and D-6-47, comprising our present six-cylinder cars in the roadster, touring car, coupe and sedan; and our models D-4-34 and D-4-35, comprising our present four-cylinder cars in the roadster and touring car, will be continued, during the entire life of our present selling agreements with all our dealers and distributors.

We can assure our dealers and friends that every effort will be made to take care of as many of the orders now on hand as is possible before the increased prices become effective. To this end, the vast resources of the great Buick factories will be utilised to the utmost and, so far as we can now estimate, nothing will operate against our desire to accomplish this except the shortage of railroad equipment all manufacturers are now experiencing.

Obtaining freight cars with which to ship automobiles, or in fact any commodity, is a matter of the most serious import these days. Those who are not familiar with this situation simply have no conception of the difficulties with which our traffic department has to contend. Buick dealers and users may rest assured, however, that shipments will be made as quickly as possible, and on an equitable basis.

Another Six-Cylinder

Many of our dealers and prospective buyers will be immensely pleased to know that we have decided to add to our present line of Sixes and Fours another six-cylinder Valve-in-Head model. This new model, which is not to take the place of any present car now being manufactured by us, but which is intended to and will make our line complete and provide a Buick car for any member of the family for any purpose any time of the year, is a handsome seven-passenger model with a finish and completeness that surpasses even the excellent models for which Buick is world renowned. It is a high class car in every sense of the word. Complete in all the little appointments and refinements heretofore found only on cars at a much higher price.

The new model will be equipped with the famous Buick Valve-in-Head motor, of somewhat larger size than the motor in the other Buick Sixes, and consequently of greater horse-power rating. It will contain, in addition, certain mechanical refinements, and will have slightly different body lines than those heretofore found in Buick cars.

Chances For Mechanics

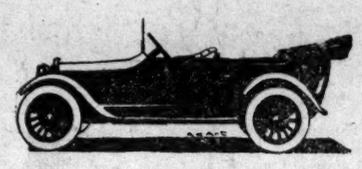
Men equipped with practical, technical knowledge of mechanics, plus executive capacity, have increasingly attractive opportunities open to them in the field of automobile service, according to C. R. Lester, head of the technical service department of the Packard Motor Car Company. Some of the positions waiting for men of the right qualifications, Mr. Lester said, pay $4,000 a year and upward.

"The experience and the ability in greatest demand in automobile technical service are not those gained or shown in ordinary mechanical work," said Mr. Lester. "I have in mind the demand for high-grade superintendents of service organisations, for well-educated, thoroughly-trained men capable on the one hand of directing an organisation of 100 to 600 mechanics, and on the other of giving informed, experienced attention to a detail of a mechanical job.

"The Packard company is very much interested in men of this caliber. We have an established course for the training of prospective superintendents in the principles and technique of Packard service, and whenever th right man applies we generally have a place for him in this course.

"The automobile service field is rapidly growing up to the proportions of the automobile manufacturing industry itself, and in some particulars indeed is surpassing the parent industry. Service always has been the basic factor of car operating, and now it is recognised as fundamental in car selling. In the Packard organisation, for instance, this winter has seen nearly every dealer adding to his service staff, equipment and quarters.

"Our service facilities, the whole organisation of Packard factory service division, branches and dealers considered, now represent an investment of $23,000,000, or nearly twice the factory investment in plant. The total floor space devoted to country-wide service is 77 acres, exceeding by 23 acres the floor space of the factory itself. And the number of employes in Packard service the country over reaches 4,000. At individual points, the service staff runs as high as 400 to 600 men, and the manager of a staff like that necessarily must be a broad-gauged man."

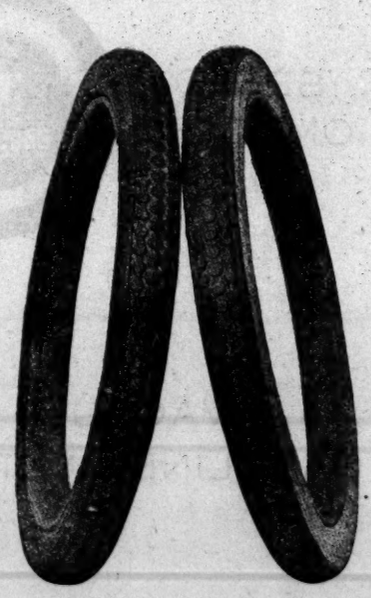


FOR SALE
A
Large Number of
NEW AND SECOND-HAND CARS
at prices to suit everybody.
LANDAULETTES, LIMOUSINES, ROADSTERS,
TOURING CARS, 2, 4, 6 AND 8 CYLINDERS
of well-known
French, British and American makes.
TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.
AUTO CASTLE 228, Avenue Joffre
(opposite French Fire Station) Tel. West 412

C.A.V
CAR-LIGHTING
is right in front for efficiency and light-giving capacity and behind it stands the name of Vandervell. From the dynamo to the battery, the battery to the switchboard, the switchboard to the head lamps, side lamps, interior lamps, tail lamps, it is a thoroughly sound system; a system, too, which is equally suitable for every style and type of car.
SIMPLE :: SAFE :: CERTAIN
The Hall Mark for everything Electrical in connection with motoring is C.A.V.
There's a C.A.V. Set to suit your car. May we send you full particulars?
C.A. Vandervell & Co.; LTD.,
Electrical Engineers, ACTON, LONDON, W. ENG.

MOTOR CAR INSURANCE
Reasonable Rates
Comprehensive Cover
200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.
Prospectus from
C. E. SPARKE
INSURANCE OFFICE
44, Kiangse Road. Tel. No. 54
AGENT
Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

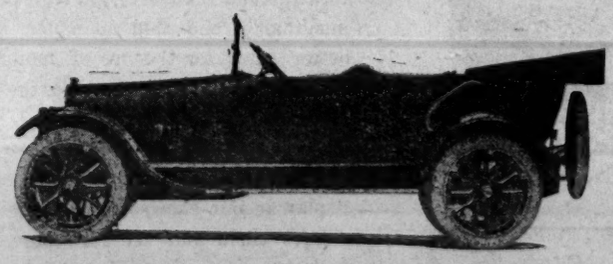
FISK
"RED TOP"
NON-SKID
TYRES
The "Red Top" is proof against skidding and side-slipping, and the heavy, tough tread makes for liberal mileage and endurance.
The "Red Top" is the result of more than 16 years' experience in building quality tyres only, and all that it means in the way of a perfect product.



THE SMARTEST, MOST ATTRACTIVE AND EFFICIENT TYRE EVER MADE.
We have just received a new, big shipment of these handsome, stylish tyres with red tops. This extra value of fine appearance, coupled with most miles per dollar, is winning new Fisk Tyre-users daily.

Let us equip your Car.
SOLE AGENTS:
THE STAR GARAGE CO.,
125 Bubbling Well Road
Telephone West 197.

The Acme of Comfort
is provided in the CHANDLER
SIX Seven - Passenger Touring - Car.
To sink into the seat of the Chandler Six is to feel that one has at last reached the zenith of automobile comfort—that indeed there is nothing more to be desired.
And this impression is heightened as distance is travelled, because those who ride in the big Chandler Six ride in ease—true ease—and the owner is, perhaps most of all, at his ease, for *he* knows that though the car is amazingly handsome and comfortable, it does not cost for tyres or fuel so much as a high-grade "four" of two years ago—and he has twice the power at his command.
Let us take you for a ride in one.
A trial will convince you.



SEVEN-PASSENGER TOURING CAR
SOLE AGENTS:
THE STAR GARAGE CO.,
125, Bubbling Well Road.
For demonstrations, 'Phone West 197

HEAR YE! HEAR YE!

Our Story Is Short

Favorable Exchange and Saving in Freight enable us to announce—

FROM MAY 1ST

FORD TOURING CARS

Tls. 875

with regular standard equipment. Ready for the road, and with standard Ford Factory Guarantee.

THE BEST VALUE ON FOUR WHEELS

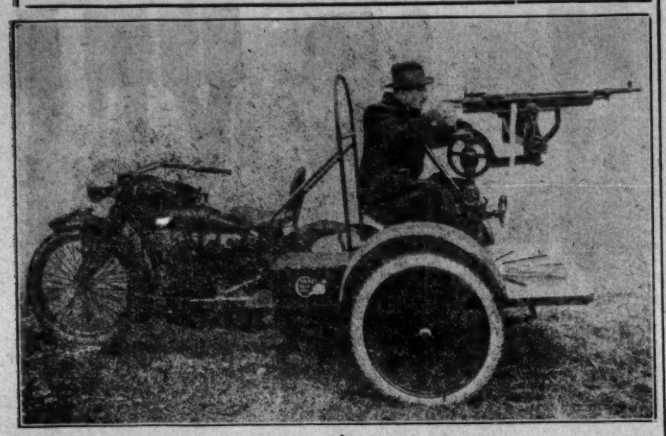
We maintain a full supply of FORD PARTS, and our service station is always at your command

WHY DELAY YOUR PURCHASE? THE CARS ARE READY

MARKT GARAGE

89-91 Rue Montauban Phone 322 27 Avenue Edward VII

Cygnet Machine Gun Carrier for the Front



Owing to its ready adaptability to any high-powered motorcycle, the Gygnet machine gun carrier is expected to find a ready vogue in connection with the preparations of the United States to take an active part in the great war. Riders galore will doubtless be forthcoming from the ranks of the many thousands of motor-cyclists in America, who will be eager to enlist themselves and their machines in the cause of right.

The Cygnet Machine Gun Carrier is designed and made to be attached to any American made or other high powered motorcycle. The attachments are of such a nature that after the original installation, the gun carrier or car may be detached in less than one-half minute. This would mean that should it be necessary to haul a gun carrier up a slope, motorcycle may be detached on a moment's notice, and both car and motorcycle can be easily hauled by the operators of the outfit. A very important feature of the attachment is the fact that free play is given to the motorcycle. The only connection between the motorcycle and car is at the front. This leaves the rear wheel perfectly free to ride up and down over road obstructions. It is quite possible to drive over the average field or meadow.

The general construction of the Cygnet Machine Gun Carrier is of the best. Nothing but high-grade materials are used. The total weight is approximately 400 pounds fully equipped. The tread of the two wheels is standard, namely 56 inches and the axle is approximately 8 inches from the ground. This gives a low center of gravity. The car is equipped with outside band-brakes acting on both wheels and is controlled by a ratchet lever operated on the right hand side of the frame. The wheels are 28 inches by 3 inches, the tires are standard pneumatic. The platform is of hard wood construction rigidly secured to the tubular frame.

The gun mounting is so constructed that a complete circle of 360 degrees may be described in the operation of the machine gun, whether shooting horizontally or elevated for anti-aircraft work.

The machine-gun may be elevated to approximately 90 degrees. It also may be depressed for firing downward. This is accomplished by means of a wheel fastened to the main column of the gun pedestal.

There are two adjustable seats, one for the operator of the machine gun placed directly behind the gun, and the other at an angle of 45 degrees to accommodate the assistant who may look after the loading and operation of the ammunition belt.

The gun mounting revolves independently of the seats and can be placed and fastened in any position relative to the car or to the seats themselves.

Elevation or depression of the gun aim on the carrier is achieved by worm and gear, and bevel gears, operated by a hand wheel.

Two metal ammunition boxes are provided and are placed on the platform forward of the gun pedestal.

A tubular bar or frame, of an invested "U" construction, is provided to protect the driver. When swinging the machine gun from a side position to the front, it is necessary to elevate the gun in order to throw it out of range of the driver's head.

There is also equipped with the Cygnet Machine Gun Carrier a folding tripod which is carried under the rear of the platform. This tripod may be quickly taken from the platform and set upon the ground. It accommodates the machine gun and saddle which is easily detached from the main mount or pedestal and transferred to the tripod. The tripod is of recognised standard construction and principle, and has a seat for the operator to sit upon. It is constructed in such a manner that it may be swung upon the shoulders of a man and the machine gun mounted may be carried on his back. Leather padding protects the shoulders. The feet of the tripod have pointed claws, which catch in the ground and hold it firm when in action.

Messrs. Gaston, Williams and Wigmore Far Eastern Division, Inc., are the agents in China for the Cygnet Rear Car Co.

MAKING IT HARD FOR RECKLESS AND DRUNKEN DRIVERS IN N. Y.

Ten persons were committed to prison without alternative of fine for violations of traffic ordinances during February, according to the report of the Traffic Court. In each of these cases the offense was extreme, previous warnings and previous fines not having had the effect of preventing a repeated violation of the law. In one case Magistrate House revoked a chauffeur's license. This punishment was given to a driver convicted of operating an automobile while intoxicated, and who while so doing not only endangered the lives of pedestrians, but also the lives of other drivers of vehicles.

Magistrate House's enforcement of the traffic ordinances is compelling reckless auto drivers to a more wholesome respect for the law than has heretofore existed, and developments which have followed the recent attempt of the Professional Chauffeurs' Club of America to cause his removal as presiding Magistrate of the Traffic Court indicate that Magistrate House has the support not only of the general public, but also of automobile owners and operators who realise that a strict enforcement of the law against habitual reckless drivers is the only way now available for their own protection as well as that of pedestrians. The February report shows:

The total number of arraignments were 432, being an average per day of twenty-four cases. Of this number 318 were for minor offenses, such as failing to stop at officer's signal; lights out on vehicles between sunset and sunrise; operating or driving on the wrong side of the street; leaving horse-drawn vehicles unattended in the streets; driving the wrong way on one-way streets; obstructing traffic by leaving automobiles in public streets unattended for several hours.

'CHOKER' SHOULD BE USED SPARINGLY

Motorists Make Mistake By Its Excessive Use When Trying To Start

"Warm the motorist of impending trouble," says Max Magelstine, service manager of the Studebaker Corporation, "and he'll stretch a point to heed it. So I hope this advice will be taken as a warning that spells trouble if it is not given the attention it deserves.

"It is obvious that the idea of flooding the carbureter is to obtain a temporarily enriched mixture, but the value of flooding is lost if it be done when the cylinders and induction pipe are full of mixture. When using the 'choker' the carbureter needle is lifted free of the seat, all air passages are closed and raw gasoline is supposed to be thrown into the cylinder in order that your starting condition will be similar to that when a motor is primed. But ignition does not occur immediately when there is kerosene in solution with the gasoline, and if the 'choker' is used excessively an accumulation of this solution will surely find its way into the oil pan.

"I have seen the owner of an automobile pull the choke switch way on and then press the starter button ineffectually five or six times in cold weather. He finally gets an explosion, but the constant flooding of the carbureter causes this solution of kerosene and gasoline to mix with the oil, thinning it and weakening its lubricating values.

"When starting your motor in cold weather try turning the engine over a few times with the switch off before using the 'choker.' In this way the air is expelled and a thin mixture of air and gasoline is inhaled in its place. Flooding then gives a temporarily rich mixture in the cylinders and the engine should start at the first trial. This is the procedure the professional driver very often adopts when his motor is cold.

"During a continued cold spell it would be decidedly advantageous for the motor car owner to use fresh oil frequently, draining the oil pan and washing it thoroughly before refilling. In warmer months it is not necessary to do this quite so often. This may add slightly to the operating expense, but it certainly cannot be nearly so expensive as the installation of new bearings, pistons and possibly a set of cylinders."

Everywhere Hupmobile dealers are offering the evidence of Hupmobile performance to help motor car buyers settle the question of which automobile to buy

IF YOU ask the dealer to demonstrate "pick-up" he will send the car from a stand to 25 miles an hour within ten seconds.

Or he will slow the speed to 5 miles an hour on high and then accelerate to 50—smoothly and silently.

If you want high gear hill-climbing demonstrated, say so; for if the Hupmobile excels in any one of its virtues, it is pulling power on high gear.

Lacking a hill, ask to have the car pull through deep sand or mud on high, and see how easily it is done.

Watch how beautifully it handles on high gear; how easily it steers, what short turns can be made; how nimble it is in the getaway with other cars. Yet it is a big, comfortable car.

And at slow speed or high speed or moderate speed, notice how little motor vibration you feel.

We have told you what to expect from the Hupmobile.

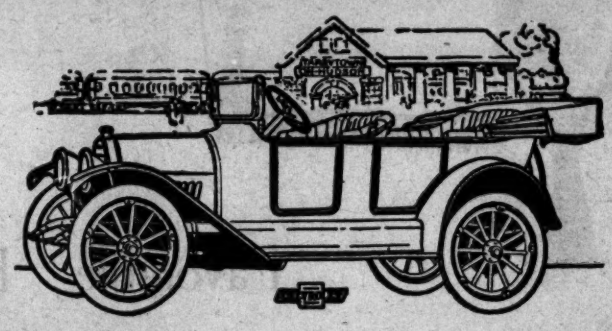
Now have a performance test of several cars if you want the question decided to your own satisfaction.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; fire demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.
2a Jinkee Road, Shanghai
DISTRIBUTORS



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in ach evement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor *plus* reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete -satisfaction. We could not have grown without it.

PRICES

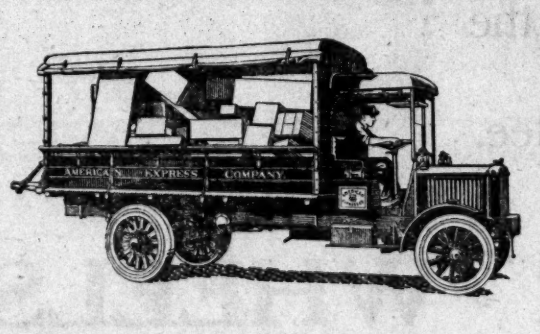
TOURING CAR.....Tls. 1325
ROADSTER.....Tls. 1250

THE STAR GARAGE COMPANY
125 Bubbling Well Road
'Phone West 197

Factories: NEW YORK CITY; TARRYTOWN-ON-HUDSON, FLINT, MICH. ST. LOUIS, MO.; OAKLAND, CAL.; OSHAWA, CAN.; FT. WORTH, TEXAS

CHEVROLET

FEDERAL LORRIES



Quality and Reliability

These are important words in trade today. They should be considered first of all when selecting a motor lorry. FEDERALS combine BOTH, and FEDERAL engineers have neglected no detail in building them into their product.

Materials and workmanship are the best that money and science can provide.

No motor truck is built better than the FEDERAL.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN
U. S. A.

Export Department
8 Broadway New York City, U. S. A.
Cable Address: Lockwood, New York

Awarded the Only Gold Medal at the Panama-Pacific Exposition.

The original Dunlop Repair Outfit.

SHE: They tell me that the original Dunlop tyre had to be mended with a needle and thread. I can't believe it!

DUNLOP: Well, it was so; but many things truly great have sprung from humble beginnings, and why should the Dunlop tyre be an exception?

DUNLOP RUBBER CO., LTD. Founders of the Pneumatic Tyre Industry

Tel. 2248. 20 Kiukiang Road Cables: Pneumatic.

Where the Prophet Elijah Was Fed by the Ravens

The Spot Where the Greatest Prophet in the Bible Was Miraculously Saved Now Held by Russians and Watched by Turkish Soldiers

IT is a strange fact that the traditional "Cave of the Prophet Elijah," in the Holy Land, has become a centre of military activity in consequence of the war, and may be the scene of tragic events. The Turks in the Holy Land are watching the Russians on one side and the British on the other with fear and desperation.

They station sentries all around the numerous Christian monasteries which the Russians have been building in various parts of Palestine, to see that no cannon are brought to them, for each one of these great stone buildings is a possible fort, and if they were only well equipped with cannon and rifles the Russians there could command a great part of the country.

It has long been held that the Russians were establishing these institutions, not for peaceful purposes, but for just such a time as has now come to the world, when they might by the introduction of a few modern cannon and quick-firing guns transform their monasteries into mighty forts, pouring death and destruction upon all the countryside. But the Turks have been just as ready—even a little more prepared—than the Russians, and here is shown one of the Turkish sentries on guard over Elijah's Cave, watching for any sign of approaching foes or emerging soldiers that he may alarm his fellow warriors by firing his gun.

The remarkably picturesque site shown here is one of the most famous in all the Old Testament story. It is the identical place, according to tradition, in which was the cave where the Prophet Elijah was fed by the ravens, as chronicled in I. Kings, xvii.

According to Scripture, Elijah the Tishbite had just sworn to the wicked King Ahab that "There shall not be dew nor rain these years," and he was then told by the Lord (verses 3-4), "Get thee hence, and turn thee eastward, and hide thyself by the brook Cherith, that is before Jordan. And it shall be, that thou shalt drink of the brook; and I have commanded the ravens to feed thee there."

The prophet did as he was told, searching for the brook Cherith, near the River Jordan, and found a cave in which he took refuge from the dreaded vengeance of the angry King of Israel. And the Bible states (verses 6-7), "And the ravens brought him bread and flesh in the morning, and bread and flesh in the evening; and he drank of the brook. And it came to pass after a while that the brook dried up, because there had been no rain in the land." And then Elijah was commanded to go to Zidon and live with a "widow-woman" there. He did so, and here were performed the two miracles of the barrel of meal that wasted not and the restoration of the widow's son to life.

Students of the Bible will also remember that it was this Prophet Elijah who challenged the prophets of Baal to offer sacrifice with him, and forced Israel to return to the belief in their God, because of his triumph at the sacrifice.

The identification of the site of the cave in which Elijah lived when he fled from Ahab was made many centuries ago, and when tradition had once fixed the spot it was held in high reverence by both Jew and Christian. It was reserved for the Russians, however, to arrange for the marking of the place by the erection of the large stone monastery which is shown in the photograph. There they have lived and worked for many years, biding their time, striving to establish the Greek Catholic faith among the people in the neighborhood, and at the same time establishing themselves so as to control all the valley of the brook from their monastery.

What a contrast between that peaceful scene when the Prophet Elijah fled to this cave, in the depths of the wilderness, there to be cared for by the birds of the air, and the present age of strife and warfare. Ahab and Elijah lived 896 B. C., nearly thirty centuries ago, and it might be seriously doubted if that great prophet, with all his wonderful knowledge of what was to come to pass, could have imagined for a moment that the dark cave in which he found refuge was some day to become the site of a struggle between mighty warriors, and that the reverberations of cannon and rifle shot would sound adown the valley of the peaceful brook Cherith!

Here the New World meets the Old with a great shock. If Ahab was cursed by Elijah in the ninth century before Jesus lived, what would that rugged prophet have to say in this twentieth century of the Christian Era? Would he have hesitated to speak to the crowned heads of Europe, and with his words of fire call them to account for their crimes against humanity?

None can say what the prophet might have said and done, but he would not have been afraid to speak his mind and to point out what to him seemed right. We of the modern world may not realize what is happening until we awaken to its horror as the silent sacredness of the Holy Land is broken by the shriek of shot and shell and the peace of centuries is shattered by the bursting terrors of our great guns. Here the West meets the East as never before, and all the world awaits the outcome, praying for that peace for which the land of Palestine stands in the sight of every believer.

The Prophet Elijah Restores the Widow's Son to Life

The Prophet Elijah Challenging the Priests of Baal

© UNDERWOOD & UNDERWOOD.

The Site of the Cave in Which Elijah Was Fed by the Ravens Now Covered by a Russian Monastery

The New Spring Fashions

By Lady Duff-Gordon

This Back View of the Gown Presented in the Largest Picture Shows the New Arrangement of the Sash

This "Peaceful Anachronism" I Have so Named Because It Seems to Have Stepped from a Mediaeval Frame. The Odd Enwrapping of the Head and Throat with a Veiling Scarf and the Russian Girdle Are Reminiscent of the Middle Ages

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

SPRING means to me a new strain in the symphony of clothes. On this page you will see pictured, better than I can tell you in words, the new notes and tempo of the Spring symphony in clothes. In this, and other pictures, I show you new costumes I have designed for the Spring.

The figure with the opened parasol sounds the note of a peaceful anachronism. I give to it this curious term because it introduces a mediaeval note in an extremely modern costume. The mediaevalism is apparent in the heavily embroidered girdle crossed at the back and with short ends brought to the front. The wearer looks as though she had stepped out of a mediaeval frame, for despite the modernness of the lines and fabric of her gown the heavily embroidered sash and the odd enwrapping effect of the veiling scarf about her head and neck are reminiscent of historic women of the Middle Ages. The gown is of blue gray organdie trimmed with pale gray fox fur. The sash is embroidered in gold upon a foundation of black velvet.

Attached to the half or elbow sleeves of organdie in the gown just described are the new sleeve gloves. They are so adjusted by a light fastening to the sleeve proper that they can be easily taken off and put on, despite the apparent difficulty of the task. This is the most novel feature of the season's costumes.

The earliest models definitely fulfill the earlier promises that the gowns should be longer. I am making gowns of ankle length.

An exceedingly novel effect is secured by the yoke skirt, or the cuirass-like girdle, that extends four to six inches below the waist.

The same cuirass yoke skirt is seen in the franker model in the evening gown of gold net trimmed with garlands of many colored flowers. We call this the "Salome yoke."

The dancing dress of petunia tint gives a bewildering butterfly-like effect. The skirt is moderately full. The net is gathered in modified papillion effect about the hips.

The ribbon bracelet, attached by a long ribbon to an ornament of the same on the breast, is a new departure that gives an airy touch to a dancing costume.

The Glove Sleeves, Adjusted to the Sleeves Proper, Are a Novelty of the Spring. The Ribbon Bracelet Is Also a Novelty.

This Gown of Golden Net Shows the Salome Yoke Skirt, a Cuirass-Like Part of the Skirt That Gives the Effect of No Lining

A Quaint Day

How Cameroons Natives Gave Their 'Bit'

"Allah Akbar!" the fine clear voice from the mosque rings out, bringing the evening call to prayer to an end in the North Cameroons town.

Suddenly, almost startlingly, a deeper, more decided sound bursts forth. A big drum booms from the market-place with steady, monotonous insistency. The town crier has news to make public tonight. Boom, boom, boom, hammers his call for attention.

Now he ceases his drumming, and in slow, sonorous sentences, audible throughout the listening town, he cries his news aloud:

"The Chief salutes all men. The Chief tells all men who are glad that the Germans are driven away this news. All men whose hearts are good, who thank Allah for the peace we now have here, hear this news. All men who thank the soldiers of the English King for eating up the German soldiers can now give alms to show thanks. Your alms will help the English soldiers who fought for you, who were wounded and hurt for you. Some of them you have seen here, but they are many. All who wish to give alms can do so on Friday next at the mosque. They may offer money or presents. Let the poor man who is thankful not be ashamed to give his penny. Let the rich man rejoice that he is still rich and give with good heart. So we will show our thanks. Praise be to Allah. Amen."

Such was the introduction of "Red Cross Day" in the North Cameroons, where for the past year I, as a British Political Officer, have been responsible for the administration of an area of some 10,000 square miles of this vast conquered German Colony.

When Friday evening came the Chief and his suite brought me the results. A long procession arrived at my hut. First came the Chief himself with a bag of the silver collected, which he placed upon my camp table. Next came four strong men, each bearing upon his head a load of money, consisting of bags of tenths of pennies, halfpennies, and pennies. Following these came a considerable and very noisy herd of goats and sheep. Lastly came bearers carrying crates of fowls, bundles of native cloth, pots of honey, hoes, and lumps of the locally made tobacco. At the tail of these came a small and very skittish young bull calf, in charge of four struggling boys.

* * *

During the next two days I held auctions in the town market-place to dispose of these gifts for cash, and a very hot and patience-trying task it proved to be, though there were amusing incidents.

Aided by several strong members of my native staff, who were provided with light canes, and surrounded on all sides by a seething, chattering crowd of eager buyers and interested spectators, I opened the auction. This was a typical scene.

A choice fat goat is led forward, and bidders have dwindled down to half a dozen men, who all refuse to go beyond two shillings, which is a very good price locally. There is a short pause. Then comes a sudden and simultaneous rush at the prize, and a miniature Rugby football "scrum" begins, with the loudly bleating goat in the midst in place of the ball.

The crowd shriek with delight as I give a quick word of command to my attendants and the canes come into rapid play upon the dusty heap of wriggling black humanity upon the ground, with strict impartiality as to who is hit or where, till they all break away discomfited, and laughingly await my final decision as to who shall have the animal.

The auction closed, I found I had the satisfactory little sum of just £65 in hand for the Red Cross Fund. To you in England, accustomed to subscription lists amounting to thousands of pounds in such a cause, the little sum here mentioned may seem too insignificant to have received special notice. But remember that the subscribers were for the most part naked, untutored natives, who came under the British flag a short twelve months ago.

S. H. P. V.

Chicken Pie, Family Style

Dress, clean, and cut up two-year-old chickens. Put them into a stock pot with enough water to cover, add 1 sliced onion, ½ carrot, sliced, 1 stalk of celery, and a spray of parsley. Heat to the boiling point, then simmer until the meat will slip from the bones. During the last hour add 2 teaspoons salt to season. Remove the chickens, strain the liquor, skim off all the fat, and simmer until reduced to 1 quart. Thicken with ¼ cup of flour, diluted with enough cold milk to pour into liquor. Heat to the boiling point, and add slowly ¼ cup of melted butter, beating constantly. Season with more salt, if necessary, and add pepper. Place an inverted cup in the middle of baking dish, arrange the chicken around it, having removed the large bones, and pour the gravy over it. Cover with a rich baking powder biscuit dough rolled ½-inch in thickness, leave several openings in the top, and flute the edge. Bake in a hot oven. Remove to a tray and slip a paper collar around the baking dish.

Human Side of War

In reply to deputation that wished to congratulate him on his 80th birthday, Count Gyozgy Szechenyi, custodian of the Hungarian Crown, wrote:—"All my male servants are mobilised; all my female servants are in munition factories. There is not a morsel of coal in my house; I have no gas, electric light, or lamps, and very little food; this condition of things forces me to spend all my time in bed. In these melancholy circumstances, I beg you to postpone the honor."

The death took place at Grimbsy last month from heart failure of Skipper Martin, who when in command of the trawler King Stephen on February 2, 1916, refused to rescue the commander and crew of the wrecked Zeppelin L-19 in the North Sea. After that incident he received some anonymous threatening letters from German sympathisers in this country and fell into a morbid belief that the Germans were tracking him down.

Among reasons given at West London one day last month for drunkenness were:

"I was worried about my dog."

"I had a letter from my sailor son."

"I took it for a cold."

"I was excited at seeing my husband going off to the Army."

A wedding ring maker, applying at West Ham Tribunal for exemption, said that his firm was now doing an enormous trade. In answer to a question, he said he considered the making of wedding rings work of national importance. He was ordered to enrol under the National Service scheme.

The Bishop of Chelmsford, preaching at St. Edmund's Church, Lombard-street, told the story of a Bethnal Green lad who, after being 14 or 15 months at the front, wrote to his parents, who were very fond of him, saying that he was expecting leave.

Just about the time that he should have arrived in East London another letter came from the lad saying, "Mother, I found a man just close by me who was very sad. I said to him, What's the matter, Bill? He said he had just heard his little girl was very ill and he could not get leave to go home and see her. Mother, I know it will be a great disappointment to you, but I went to my officer and asked him whether Bill could not have leave instead of me. So Bill is having leave in my place and I am staying behind." A few days later the mother received a telegram saying that her lad had been killed while staying behind. That was a magnificent and noble sacrifice.

The weekly paper Das Grossere Deutschland publishes a bitter complaint from an officer who, finding nothing better to do in a German garrison town, visited the lending library and borrowed a book with the promising title of "The Art of Life: A Breviary for Gentlemen." To his disgust, he found when he got home that the work is dedicated to Edward VII., who is represented as the ideal gentleman of modern times, the author's chief regret being that the Germans lack "the good manners of the English." It seems, nevertheless, to be a very German book, containing careful advice on dressing for dinner, the social distinction conferred by an eye-glass, and the necessity of avoiding any display of wealth. "Is it too much," asks the German officer, "If one demands that in future we may be spared such books?"

A strike by pupils of the higher grade school against learning German was reported to the Pitlochry, Perthshire, School Board.

A Member: Isn't that a mistake?

The Headmaster: Of course it is, but the pupils simply won't have it.

Another Member: They had better learn Spanish instead.

Three civilian prisoners of war interned in Douglas, Isle of Man, have escaped from a working part near Castletown. This is the third time that one of the men, George von Streng, has escaped. On one occasion he got out of camp at night and swam out to a steamer leaving for Ireland, but the boat left before he could get alongside, and he was captured. On another occasion he tried to climb over a barbedwire fence, but was caught by the sentry.

Among recent wills proved in London is that of Roger David Casement, of Malahide, Dublin, who "died" at Pentonville Prison on August 3 last, left everything to his cousin, Mrs. Gertrude Parry, Oxmead, Ewhurst, Surrey. The estate was valued for probate at £135.

ARTS & CRAFTS
LIMITED.
FURNISHERS & DECORATORS

The True Safeguard of Baby's Health

'Allenburys' Foods

THE milk of a healthy mother confers a degree of immunity to infection to the young infant. Many mothers, however, though willing, cannot nurse their babies for various reasons. In such cases the greatest care should be taken in selecting a proper substitute. Ordinary cow's milk cannot be regarded as a safe food for infants; it is acid, contains indigestible curd, and is almost invariably contaminated with harmful germs. By using the "Allenburys" Foods, which are free from all dangerous organisms, and effectually replace human milk, security for baby is ensured and vigorous growth and health are promoted. The "Allenburys" Foods are largely used and recommended by the Medical and Nursing Professions; they have stood the test of time and have become a household necessity all over the world.

The 'Allenburys' Infant Dietary

Mother and Child. Baby 6½ months. Fed from birth on the 'Allenburys' Foods

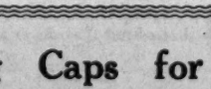
MILK FOOD No. 1. From Birth to 3 months
MILK FOOD No. 2. From 3 to 6 months
MALTED FOOD No. 3 From 6 months upwards.

The 'Allenburys' Foods are made under special processes by machinery, and are entirely untouched by hand.

Write for free book 'Infant Feeding and Management' 64 pages of valuable information for every mother.

Allen & Hanburys Ltd., 40 Canton Rd., Shanghai (B.P.O. Box 138) and London, England.
A.D. 1715. Established 200 Years. A.D. 1915.

THE 'ALLENBURYS' FEEDER



Simplest and Best.

Bathing Caps for Ladies
DAINTY SHAPES AND COLOURS

Skull Caps for Men
PRESERVE THE HAIR

Just imported by
MACTAVISH AND LEHMANN, LTD.
CHEMISTS, opposite the Garden Bridge, Hongkew.

We Can Save Money For You

Four million families all over the world supply their needs from us. Why not investigate our methods and our goods and let us save money for you, too?

Let us send you free a copy of our Big Catalogue which illustrates and quotes prices on over 100,000 articles to eat, wear and use in the home, farm, office and shop.

Wholesale Prices Direct to You

You will find our prices much lower than the usual retail prices. They are nearly always as low as the wholesale prices which your dealer pays. Our tremendous volume of business enables us to command the lowest possible prices from manufacturers. In addition, we have our own factories in many lines, so that we eliminate nearly all middlemen's profits. In most cases we secure freight rates as low, or lower, than local dealers pay. So no matter where you live, you can save money by dealing with us.

Groceries

Let us send you free a copy of our Grocery List published every sixty days. You will find many suggestions of good things to eat. You will be pleased by our low prices.

Our Service to Missionaries

We furnish supplies for hundreds of missionaries both at home and abroad. They, and their boards, find we give greater variety, better value, lower freight rates, prompt shipments and guaranty of safe delivery. We include with their orders packages and boxes sent in to us by friends and other merchants.

Low Freight Rates

Montgomery Ward & Co. is the only firm in the United States having a sufficient volume of trans-Pacific business to ship a full carload of 30,000 pounds every other day. This means that we alone can give you the low rate of 2.25 a hundred from Chicago to Yokohama, Kobe, Shanghai, Hongkong and Manila. This is for fast service via trans-Pacific steamers. Compare it with rates others quote. Regular rate, Chicago to San Francisco, or San Francisco to Shanghai, is higher than this—our *through rate.*

Consult our Catalogue

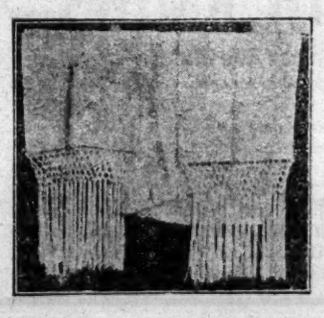
It is sent free upon request to our home office, or it may be obtained upon personal application from T. B. Tolman, 911 Urbiztondo, Manila, or Wells Fargo & Co., 8 Kiukiang Road, Shanghai.

Maynard D. Howell, Export Manager
MONTGOMERY WARD & CO.
Chicago, U. S. A.

WIDLER & CO. CHUNGKING

The Marco Polo Scarf

Send Her A Chengtu Scarf An Economical and Highly Appreciated Present.



In Pink, Light Blue, Light Green, Cream, & White.
Price Prepaid, $4.25
Postage and duty free.

We are the Originators of the Marco Polo Scarf

太平公司
四川重慶

Marco Polo, The Famous Venetian Traveller, observed these Scarfs more than 600 years ago.

WIDLER & COMPANY
CHUNGKING, West China

New Discoveries all over The Earth

Just How MONKEYS BEGAN TO BE MEN

New Light on Our EARLY ANCESTORS Who Lived In TREES Like GORILLAS of To-day

HOW the monkey began to be a man is a story that has been worked out in a fascinating, scientific way by Dr. William K. Gregory, of the American Museum of Natural History, in New York City.

It began with our very early ancestor who lived in a tree, like the gorilla of to-day. He was not a gorilla; nor was he of the same species as any of the now-existing great apes. But he was a near cousin to those species.

The gorilla, in fact, is man's nearest relative on the earth to-day. He is so much like a man that in all likelihood, according to Dr. Gregory, he would in the course of ages develop into a very human sort of creature if his species were permitted to survive. Unfortunately, he will not enjoy the opportunity, because his race is being rapidly exterminated.

In the meantime, however, he affords a most instructive object lesson. In him we see a monkey that is actually beginning to be a man. His face, his hands, his feet and other parts of his body structure are very like a man's; and the same is true of his ears, his eyes, his internal organs and his brain.

He has even become partly terrestrial, spending a good deal of his time on the ground. This is the way our early ancestors began. It was his first step, so to speak, toward abandoning the forest and becoming a creature of the open country, the plains, and the seashore.

The gorilla's heel (so necessary for proper walking) already shows some development, though the big toe, modified for grasping tree branches, still makes the animal clumsy and unsteady when erect.

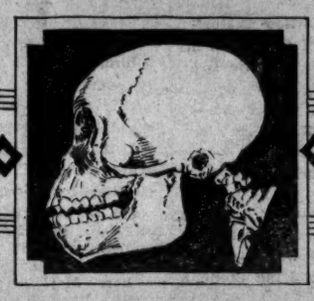
In the same way the ape that would be a man, and who in a thousand generations succeeded in that ambition, started to leave the sheltered woods, by degrees and with hesitating steps. He and his wife, the real Adam and Eve, made their home in a tree—their house a sort of bird's-nest arrangement of branches in a suitable crotch, the thick foliage overhead serving as a roof.

The male, like his descendant of the present day was a fighting animal. He fought with others of his sex and kind, being provided for that purpose with huge tusks. We, his remote great grandchildren, still possess those tusks, shrunk to small size because they are no longer useful except for chewing. We call them "canine" teeth, or "eye-teeth."

These ancestors of ours subsisted on fruits and nuts. But when they adopted a terrestial mode of existence, they altered their habits radically and became creatures of prey. Even while still clinging to the forest, where the trees afforded convenient sleeping places and safe refuge from the great carnivores, they probably learned to seek out the lairs and nestingholes of many animals to seize their young, incidentally fighting with and killing the enraged parents. The gorilla to-day eats nestling birds and small rodents.

When the primitive ape-man (says Dr. Gregory) finally gave up the tree-dwelling habit and adopted the life of a hunter in the open his hind legs (which, like those of the modern gorilla, were short and relatively weak) rapidly lengthened and developed. The thigh bone became longer; the heel lengthened; the forearm shortened, and the thumb grew larger.

How the Gorilla Looks in Comparison with His Nearest Relative, Man.



Skull of the "Woolly" Monkey, Found in the American Tropics, Which Is Wonderfully Like a Man's.

On the Left, Skull of a Gorilla. On the Right, a Man's. These Skulls Have Sufficient Points of Resemblance to Strengthen Science's Belief in the Close Relationship of the Two.

These modifications were requisite to efficiency in a creature that walked and ran in an erect posture, and which was beginning to know how to use weapons and tools. That the ape-man could use his hands for purposes of manipulation, and not merely for slinging, may safely be taken for granted. The gorilla of to-day can do as much, and even shows considerable dexterity in the handling of objects, when trained.

When the ape-men definintely abandoned the forests and in unforested regions undertook to contend with fierce beasts of large size and formidable character, all conditions favored the evolution of a race of powerful and aggressive hunters and fighters. They killed with crude weapons and tore off the raw flesh from the bones with strong teeth and massive jaws.

Probably the first tool known to the ape-man was a jagged flint, and its earliest use was to smash the head of a small animal, to crack and open tough-husked fruits, or to mash substances into edible condition. Later on the flint was employed as a weapon held in the hand. In the course of time, as spear-head or arrow-head, it became a missile for fighting or the chase

Weapons, says Dr. Gregory, were at first extemporized—a stone, or a heavy piece of tree-branch, suitable for a club. It was much later that the descendants of the ape-man learned how to make crude implements and instruments for hunting and fighting out of ready-at-hand materials. The hand-axe and dagger were among the first of such instruments.

From the first, the ape-men were probably more or less social in habit and learned to hunt in packs, as do wolves. It is likely that a favorite prey of theirs was the wild boar, which they could surround and dispatch with flints and clubs. Another was the horse, which, pursued in the same way, they could kill with a single good stroke on the head.

It will naturally be asked: In what part of the world did the ape that was destined to become a man originate? Dr. Gregory (like most other students of anthropologic palaeontology) points to south-central Asia as the probable region. There it was that man seems to have had his earliest beginnings.

It can be no longer said that there is any "missing link" in the chain of descent from the ape-man to ourselves. From Pithecanthropus erectus (the monkey-man that walked erect), whose bones were dug up in Java a few years ago, down through races of the Neanderthal type (still with the very ape-like characteristics) that lived hundreds of thousands of years ago, the record, thanks to discoveries of buried remains, is now fairly complete.

Early man (as shown by the huge size and strength of his jaws and teeth) must have been a ferocious and predatory animal. His legs were short and his chest huge. In appearance, he must have been an alarming creature, somewhat gorilla-like—though in the Neanderthal race-types, widely distributed over Europe in distantly-ancient times, the lower part of the face was greatly shortened and narrowed, as compared with their forest-dwelling ancestors.

When our early ancestors (says Dr. Gregory) had become eaters of flesh, there was at every feast a residuum of hide and bones which came at length to be recognized as possessing economic value. Some of the bones furnished material available for implements. At first the hides of animals, rudely stripped off with sharp-edged flints, were thrown away; but later it was realized that the furry sides made them useful as blankets at night or during a storm.

From this discovery probably came the idea of utilizing the skins of animals to cover the body in cold weather; and thus the habit of making and wearing clothes may be said to have had its inception in hunting.

The ape-men doubtless learned to huddle around the dying embers of forest fires that had been started by lightning; to feed the fire with branches, and to carry firebrands about at night. They learned that frozen meat might be softened by exposing it to fire. Broiling and roasting may have been learned before ways of making fire by friction or other means were discovered.

But, according to Dr. Gregory, the full art of cooking could not have arrived until after the development of vessels to hold hot water.

NOSES "CATCH" COLDS and GERMS SERVE THEM

ALTHOUGH the expression "catching a cold" has been in use for many generations, it is only within recent years that the word "catching" was accorded the full significance it has when associated with infectious disease.

Our grandfathers and grandmothers used to "catch cold" from draughty window shades or leaky shoes. Grandpa knew, if he sat too long in his shirt sleeves near an open door after sundown, he would be apt to have a sneezy night, and grandma had been taught by experience that wind blowing on the back of her neck, was likely to make trouble for her nose and eyes. But neither of them knew, or dreamed, as they laid their gray heads upon their neighboring pillows, that the cold which had been "caught" by either might communicate itself to the other.

It is true that in olden times, just as to-day, a cold sometimes ran through an entire family, but in such cases prevailing wet weather or draughty halls were made to account for the phenomenon. Nobody thought of attributing the trouble to bacteria.

It remained for medical science to make this interesting discovery, and now that it has been made, or at least very widely so claimed, the physicians themselves are having a hard time to make it fit in with the old-fashioned habits of colds. While some insist that every "cold in the head" is caused by the entrance of germs into the nasal passages, others dispute this theory, and hold that the direct action of atmospheric changes upon the mucous membranes of the nose occasions the disturbance.

A middle ground between the two theories has lately been advanced. According to this compromise theory bacteria fail to produce coryza—which is the medical name for "cold in the head"—except when the mucous membrane of the nose has been congested through the process of chilling. In other words, it would seem that you "catch" the cold in the old-fashioned way, and that the invading bacteria proceed to cook and serve it.

To learn more concerning the relation of atmospheric changes to respiratory disease, clinical experiments have been conducted upon nearly 150 male subjects, including, among others, workers whose occupations are associated with certain distinctive temperatures, such as truck drivers exposed to varied weather conditions, boilermakers and firemen accustomed to hot, dry atmospheres, and laundry workers who are exposed to heat and humidity.

These subjects were exposed in an experimental chamber for several hours to extreme heat and humidity or to cold, and at other times were shifted back and forth from one extreme to the other. Generally it was found that heat tended to an increase of nasal secretion and a reddening of the membrane, and that cold brought a diminution of secretion and a faded color of the membrane.

Have a HOBBY If You Would LIVE LONG

WHAT'S your hobby? Of course, you have one! If you haven't you are an exception to the rule and should provide yourself with one without a moment's loss of time.

Hobbies are frequently costly for those who ride them and therefore have sometimes been set down as luxuries. Yet there are few greater modern necessities.

This hurly-burly, nerve-racking existence that many of us lead day after day and year in and year out would soon finish us off completely if we hadn't a few real side interests to fuss with during our few hours respite from the daily grind. "Fleas are good for a dog," says David Harum, "because they keep him from thinking on being a dog." Hobbies are in somewhat the same category—they keep us from thinking of our troubles.

The average American boy runs a whole gamut of hobbies before he leaves grammar school. Usually he starts with postage stamps or coins, passes on through sucessive years of picture-card, mineral, sea shell and butterfly collecting, and finally graduates into amateur photography, wireless telegraphy, aeroplane making or something else of the semi-scientific or mechanical sort.

Stamp and coin collecting are the childhood hobbies that most often persist into mature manhood. Thousands of grown-ups are as eager devotees of philately and numismatics as they ever were in their 'teens. Not infrequently a small fortune is paid for some rare stamp or coin, while there are many collections of both valued at thousands of dollars, says a writer in Gas Logic. So strong a hold has the stamp-collecting mania on the public that small nations frequently find it profitable to put out entire new issues of stamps.

There are many other hobbies common to large numbers of people—rare books and prints, old china, laces, pewterware, chickens, yachting, epitaphs, birds, sweet peas and dahlias, heraldry, autographs, and so on *ad infinitum*. The most interesting fads, however, are those that have an unusual twist. There is no end of hobbies of this sort. One of the strangest things about them is that they so often represent the almost exact antithesis of the hobbyist's vocation in life.

One of New York's ablest and best-known chemists, for example, is an ardent devotee of everything theatrical. For years he has carefully collected books, periodicals and clippings dealing with every phase of the life and accomplishments of stage folk. His home is filled with their pictures and autographs, with the playbills of premieres and other souvenirs of the drama that are the chief joy of their scientifically minded owner.

In the same class is an English clergyman who is an enthusiastic collector of old decanters. Still another clergyman—the rector of a large New York City church—took up wood-carving in odd moments and in a small workshop in his rectory turned out a great deal of wonderful work of this kind. A beautifully carved altar and other woodwork in the church may be seen to-day.

Another hobby far removed from the everyday interests of its owner—a hard-headed business man—is that of collecting everything printed on the subject of Paris.

It would scarcely be stretching it much to say that he actually lives there. He has practically everything ever printed and obtainable on Paris—ancient tomes, guide-books to its streets and points of interest printed in all languages, and maps of all periods. No one, perhaps, knows his "Paree" better.

Collecting book-plates is, like the craze for rare books, a hobby requiring a high degree of intelligence as well as a fat pocketbook. The pursuer of the wily book-plate must have the eyesight of the eagle and the patience of Job. Zest for the chase is added by the fact that forgeries of valuable book-plates are frequent.

Women are less given to the pursuit of hobbies than men. When they do take up a "fad," however, it is likely to be an odd one. For instance, one wealthy Chicago woman has for years been collecting cartoons and caricatures of "Uncle Sam." She has many thousands of them and at times has trouble keeping up with the output. Another woman—a Vassar professor of mathematics—recently bought a small plot in the Maine woods and built a house entirely herself.

SCIENCE NOW KNOWS---

How Much Sugar We Eat.

BRITONS have the sweetest tooth, and Americans come next, if the statistics for consumption of sugar mean anything. An Englishman eats annually 92.4 pounds, an American consumes 79.2 pounds. In Denmark the average consumption is 72.6 pounds per head; in Switzerland it is 55 pounds; in Germany, Holland, Sweden and Norway it is from 39 pounds to 44 pounds; in France, 35 pounds; in Belgium, 33 pounds; in Austria, 24.2 pounds; in Russia, 19.8 pounds; in Portugal, 15.4 pounds; in Spain and Turkey, 11 pounds; in Italy, Bulgaria, Rumania and Serbia, from 6 to 7 pounds. The principal reason for these variations is found in the relative highness or lowness of the customs duties on sugar and on the things with which it is commonly associated—coffee, tea, etc.

An Ideal Raincoat.

THE ideal raincoat is the one found in Mexico. It is called a "chino," and is so porous that the heat of the body readily escapes, while it keeps the wearer perfectly dry. The chino is made of numberless long, narrow strips of dried palm-leaf, one end of each strip being woven into a light fabric and the rest falling loose. The wearer of this garment rustles as he walks, and the rain pattering upon it makes a pleasant sound. Arrived at the house, he takes off his palmleaf hat, shakes it, and hangs it up to dry. Then he slips off his chino, shakes that also, and hangs it up. He himself is untouched by the rain, but the chino, as it hangs up, looks like a huge, damp, brown cassock.

How to Heal Wounds with Garlic.

ONE of the most important medical discoveries of the war is the magical properties of garlic as an antiseptic. It has proved to be a tremendous boon to wounded soldiers. Of the 100 cases treated with garlic at one London hospital not a single failure was recorded. Most of these cases were of people in very weak health and with terribly infected wounds, and of infirm, old people who appeared to have no chance of recovery. Equally gratifying results have been obtained at the front. When applied to a wound the garlic stops the infection and heals the wound in an astonishingly quick time, where other antiseptics injure the tissues if used at the strength required to arrest the infection. The garlic gets the infection under control within forty-eight hours even in the worst cases.

Why DEATH May NOT Be So PAINFUL

By the Hon. and Rev. James Adderley.
Hon. Canon of Birmingham Cathedral.

THE physical pain of death depends, I suppose on the particular cause of death. Naturally, death from starvation or cancer must be very much more painful than death from old age.

Dying is probably more painful than death itself. At some most painful death-beds there seems to come a period of calm when the end draws near.

I think it is a great pity that for the sake of relations a death agony is sometimes prolonged by the use of powerful drugs. I remember a doctor saying to me at the death-bed of a young officer, "If there were relations here we should keep him alive a few hours." Why should a dying man be kept alive for these sentimental reasons?

I suppose a great deal of the painfulness of death is due to our struggling against it. Just as when we resist an anaesthetic it causes us great discomfort, while if we meekly submit to it the sensation is delightful, so with death.

The reason we resist is that we cling to life. This does not necessarily mean that we are afraid to die, or that we have doubts about immortality, and want to have as much of this world as possible for fear there is no other. The greatest struggle for life I ever witnessed was on the part of a young spiritualist, who most certainly believed in the next world. He simply refused to die, and did literally live some days longer because of his determination. It was rather splendid, this insistance on life, though it probably cost him a lot of pain.

On the other hand, I remember a young soldier in France who died from sheer lack of wanting to live. The doctor told me he need not have died if he had only resolved to live.

Another case I remember of a young soldier who had had a long, weary illness from an awful wound. He, no doubt, was bound to die, but he too lost heart. It was arranged that he should go to "Blighty," but he had ceased to care to do so, and refused. The end came very rapidly after that.

I think these instances show that much depends on will-power. My own father was a man of extraordinary vitality. A month before his death his doctor said to me, "By all the laws he ought to be dead now." It was difficult to believe a few hours before his death, at the age of ninety, that he was a dying man. His again was a case of the most absolute belief in the other world, coupled with an intense desire to live and not die a moment too soon.

Probably the greatest pain in death is mental pain. I can conceive a wasted life, a stupid life, and, still more, a wicked life making it very painful for a man to die.

At the same time I am bound to say that many people who have lived a very unsatisfactory life are apparently able to make a very peaceful end. Perhaps they have never understood what life is, or what it is meant for.

Others, I think, are really sorry to die, because they have been so much interested in life, and there are all sorts of problems they had hoped to see solved, and now it is all going to be hid from their sight. This is exactly where religion does bring great comfort to the dying. The man of faith has lived "seeing the invisible," and now he is going to see it visibly. He has always been "proving the unseen;" now it will be seen.

I think that religious teachers are foolish not to preach heaven as the solving of doubts and the enjoyment of truth. What the late Minor Canon Shuttleworth used to call "a giant tea garden with a mammoth Crystal Palace in the background" can never attract some people to heaven. Mr. Bradlaugh used to say that he did not want to go to heaven if none of the heretics of history to be there.

NEW DISCOVERIES About Your DREAMS

DR. ROBERT A. JONES, an English scientist, has lately discovered that on analysis 60 per cent of all dreams will be found to relate to sight, 5 per cent to the sense of hearing, and only 3 per cent and 1.5 percent, respectively, have reference to taste and smell.

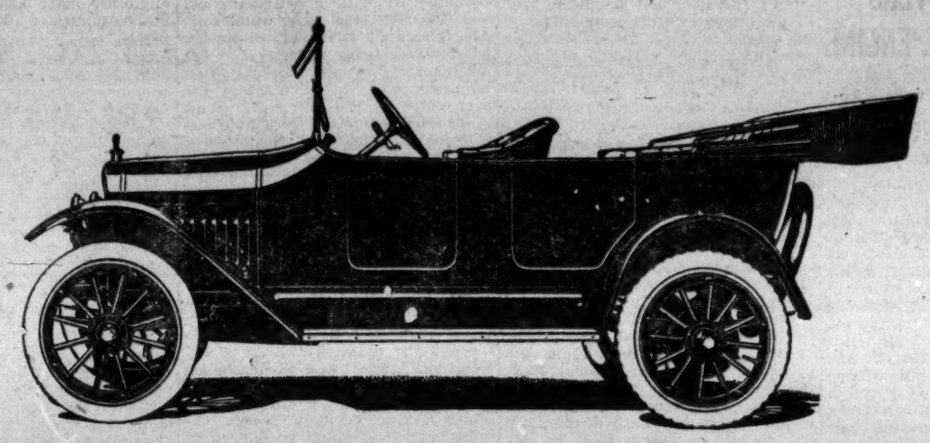
Three factors—cognition, feeling, and will—are the invariable accompaniments of every mental process, whether an object is presented from without, or its picture is experienced from within.

In dreams these factors tend to become dissociated; the will remains in abeyance, while the cognitive elements may be represented alone, or grouped with others which are similar or dissimilar; the feelings may also be represented to the mind and may either be painful or pleasurable. It is the will which refuses to act, and it is questionable whether a dream, once initiated, can ever be modified by the will.

As to the want of purposeful character in dreams and to the practical advantage which results from this to the dreamer, Dr. Armstrong-Jones has the following explanation to offer:

"In the waking state we are always adapting ourselves to our needs, but in sleep we have ceased to select and choose. The mind in its relaxed state brings together memory associations of the unconscious mind, the reason fills up the gaps, and a confused impression results.

"As is well known, the brain cortex is restored and refreshed only during sleep, and it is a comfort to know that we dream most about events to which no attention has been paid; were it not so, our sleep would be distracted and preoccupied by events that are of importance and which have been our concern during the day, so that our waking life would be prolonged as a permanent dream into the sleeping life and the necessary rest and nutrition of the brain would be impossible.



This is the Car

that you have been admiring in the streets of Shanghai

It is the *Maxwell*

One of the best-known and most popular-priced cars in the U.S.A.

COMPARE THE MAXWELL

with other cars that are sold at about the same price, and you will realize that there is no car of its rating more COMFORTABLE to ride in, more POWERFUL, more RESPONSIVE TO CONTROL, more RAPID IN ACCELERATION, and having a more UP-TO-DATE EQUIPMENT.

The Car of Lowest "First-Cost"

There has been to date, no real full five-passenger automobile, with electric starter, electric lights, sliding gear transmission, high-tension magneto, demountable rims, elliptic type springs, "One-Man" khaki hood, and every other feature found in high-priced cars, to sell at so low a price as the Maxwell.

The Car of Lowest "After-Cost"

The Maxwell is lowering all economy records for:

1st—Miles per set of tyres.

2nd—Miles per gallon of petrol.

3rd—Miles per quart of lubricating oil.

4th—Lowest year-in-and-year-out repair bills.

ONE CHASSIS—FOUR BODY STYLES

Touring Car, Roadster, Cabriolet and Town Car

Sole Agents and Distributors:

THE EASTERN GARAGE

4 Soochow Road

Telephone 1159

RUTENBER DISCOVERS THE GASOLINE ENGINE

Invention of 15 Years Ago Now Perfected for the Roamer Car

Fifteen years ago, a traveling photographer came to Wolcott, Ind., and figuratively pitched his tent. But photography was only his avocation. This man, E. A. Rutenber, had entered upon his career as an itinerant picture-taker as a last resort. He was in reality a mechanical genius—a visionary who had reduced his vision to a concrete, practical model. And with him on his little journeys from town to town, this disappointed, buffeted mechanic carried a working model of the first successful four cylinder gasoline engine built in this country or abroad adaptable for automobile or similar use.

At Wolcott, the local banker was one of Rutenber's sitters. He was a man of means with a mechanical bent and Rutenber's model focussed his attention. As a result of the banker's interest, Rutenber stayed on and talked about the possibilities of a four cylinder gasoline motor until the banker came to see the golden future for the invention that had kept Rutenber's brain and hands working far into the night for many months. So these men clasped hands as partners, and the manufacture of the Rutenber motor was commenced.

Rutenber was the Christopher Columbus of the multiple cylinder gasoline motor. He was just as much the herald of later knowledge and future development as was the voyager of 1492. Unfortunately for Rutenber, his financial sponsor became so deeply involved that it became necessary for him to withdraw his backing. But Rutenber labored on, interested new capital, and in 1901, the active manufacture of the Rutenber motor, the first mechanically good four cylinder motor ever produced, was commenced in Logansport, Ind.

Today we take the gasoline motor for granted. We are so accustomed to it with all its works that we have long ceased to marvel at its everyday performance. It is true that its sensational exploits in the hands of a Resta or a De Palma still thrill us, or that some new manifestation of its power—such as a trans-continental run in high gear—again attracts our attention to this remarkable phenomenon, but it would be difficult for any present day motorist to realise the almost insuperable difficulties which surrounded the design and construction of the original gasoline motor.

Rutenber had not been by any means the only devotee at the shrine of the internal combustion engine, but he was so far in advance of his compeers that he secured basic patents which would have put him in absolute control of the motor building industry had he wished to resort to patent litigation; and other ideas, which have since been adopted by the motor builders of this country, were worked out by Rutenber and practically put at the disposal of his competitors by his neglect to patent them. Rutenber was the inventor first and foremost, and seemingly in his eagerness to perfect his invention, he neglected the precautions a business executive would have taken to protect himself.

The early history of the automobile industry is really the history of the Rutenber motor. The first American automobiles to give mechanical satisfaction were those using the Rutenber motor. It made the reputation of such cars as the Haynes-Apperson, the National, the Stoddard-Dayton and others—then outstanding cars of the automobile swaddling age.

Rutenber was the master mind of the industry and his motor the marvel of its time. Veteran automobile drivers knew the name "Rutenber" as the watchward of mechanical excellence. And so good were those first motors of his, that most of them are still in service today. It is no uncommon thing to find Rutenber motors that have done their trick of 200,000 miles, or better, which may still be depended on for thousands of additional miles of service.

The capitalists with whom Rutenber associated himself, after the defection of his first backer were ultra-conservatists. They were, too, skeptical as to the future of the automobile industry, and so when the time came that the individual companies mentioned above each sought to secure the entire output of the company, the Board of Directors refused to take the steps for expansion necessary to meet such a demand and voluntarily relinquished the business of these companies and secured other and smaller sources for their output. And to this day the Rutenber Company has continued the even tenor of its way, the one outstanding example of a motor manufacturing company which refused to be drawn into the whirlpool of large production. For years the Rutenber command contracts and the plan of procedure on the part of a number of automobile manufacturers has been first to attempt to secure Rutenber motors and then, if unsuccessful, reluctantly to adopt another motor.

The six cylinder Rutenber motor found in the Roamer today is the development of the history making "four," which was the corner stone of the American automobile industry. It has the same simplicity, freedom from vibration and general excellence of design which has always made the name "Rutenber" a word to conjure with among the motor wise. The Rutenber Company has steadfastly resisted any temptation to make a large number of motors. It is an absolute statement of fact that each year the Rutenber Company has rejected proffered contracts for five to ten times the amount of their annual output.

Just as there are companies which build many more pianos than the Steinway and watch-makers whose output dwarfs that of the Howard, so there are motor builders whose production makes that of the Rutenber Company pale into insignificance, because the Rutenber Company has been content seemingly to drop the word "quantity" from their vocabulary and make "quality" their only watchword. And thus it is that while the Rutenber has replaced many motors of other manufacture, we are quite sure that no motor of other manufacture has ever replaced a Rutenber. The same ideals of manufacture which characterise the building of the Rutenber from the first continue to distinguish it from the large production of other well-known motors of today.

If the makers of the Rutenber motor have erred it has been in the matter of too great conservatism. Perhaps they have been overpround. Their attitude has been one that the public should know what the name "Rutenber" stands for, and they have gone to no pains to inform the public through the accepted medium of advertising. And so it is no uncommon occurrence today to find the name of Rutenber unknown by those whose motor cars are a more recent acquisition, but it would be difficult to find a name which engenders more respect among engineers and seasoned automobilists. They know that the Rutenber was the first in the field in the matter of time and has continued to be the first in the matter of quality. It was only an ultra-conservative factory management which seemingly disdained to enter the lists for large volume of production which has kept the Rutenber from widespread adoption. These men know that Rutenber motors are at a premium and that, having a pay roll of close to 1,200 men, the output is limited only in contrast to those concerns whose ideals are less exacting as to quality.

If one were asked to epitomise the secret of the Rutenber success, it could be probably done in two words—Simplicity and Precision. Just as a man who knows what he wants to say can express his thoughts in a few simple words, so Rutenber, who knew just what he wanted to accomplish with the gas motor, was able to keep it simple, having made it simple, his next ambition was to make it well, and so in the Rutenber organisation there is a tradition of good workmanship which will be difficult to find in any other motor building organisation in the country.

Here is our reason for that statement. Most of the motors today are built in large manufacturing centers where there is constant competition for labor. The result is that a man is employed at one plant and the next day is working at another and then moves on to a third for an additional few cents an hour. The Rutenber is made in a small city where it is one of the leading industries of the town. There is no scramble for labor; no manufacturer need bid against another for men.

So this little community of efficient workmen has been developed to the highest point. A great number of the mechanics in the Rutenber shops have been there for ten, twelve and fifteen years. They have come to master the operations that they are responsible for with the surety that time alone can lend. They have come to take the pride in the Rutenber output that only long association can engender. They are jealous of the reputation of the Rutenber in a way that no mechanic who is here today and gone tomorrow could be. And the whole organisation is permeated with the idea of Precision. The accurate machining of every part, the hair breadth fineness of fitting, the almost loving care bestowed upon each Rutenber motor is what makes it the quiet, sweet running, purring masterpiece of motor building.

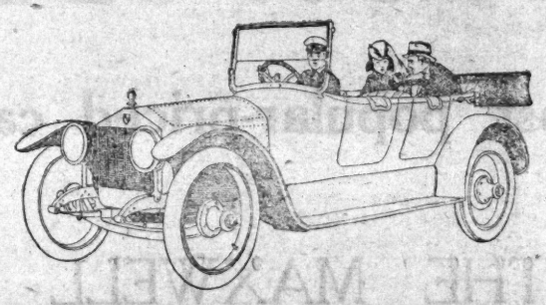
It is singularly fortunate that the builder of the Roamer has been actively connected with the Rutenber Company for several years, and as a result, the same idea of quality production, the same ideals of perfection of finish, the same desire to make something well and put a price on it afterwards rather than to make a price first and build something to conform with it, govern the manufacture of both the Roamer and the Rutenber.

As the Rutenber motor is the heart of the Roamer, no experienced motorist could possibly drive the Roamer without appreciating immediately its mechanical pre-eminence. He would know at once that here is a motor that you can throttle down to a mile and a half an hour in high speed; he would recognise immediately the lack of vibration. If a Roamer were standing idling at the curb, you could lay your hand on the hood and not know that the motor was running. A slight experience in driving the Roamer would assure him that this high speed motor would speed up to 40 miles an hour in intermediate speed in practically an infinitesimal period of time and run sweetly and silently at 55 miles an hour in high.

There is no motor in America today with a better family history than the Rutenber. There is no motor today that can trace its lineage back as proudly as can the Rutenber. On tour the Roamer-Rutenber motor gives a generous 18 to 20 miles on a gallon of gas. In ordinary metropolitan running, 15 to 17 miles may be expected and the consumption of oil is almost incredibly economical. There are records of Rutenber motors which have run as high as 5,000 miles on 8 gallons of oil.

This, then, is the story of the Rutenber motor, but only a canvass of owners of Rutenber motors could convey the whole-souled enthusiasm and the absolute affection that the Rutenber engenders. It is so willing a servant, so unflagging in its performance, so quick in its response, so positive in its power, that purchasers of the Roamer will have an increasing appreciation of its virtues through the coming years.

The ROAMER
America's Smartest Car



Insure Your Motor-Car

with the

Java Sea and Fire Insurance Company

8b Kiukiang Road: Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES

EVERY MOTORIST

should consider these four points before investing in a Tyre:

QUALITY: The Michelin quality; there is only one, THE BEST

PRICE: The RIGHT PRICE and the lowest for the Mileage obtained

MILEAGE: The GREATEST MILEAGE obtainable from any tyre

ECONOMY: The ECONOMY is evident, and assured in using only

MICHELIN TYRES

The greatest ASSET on a car.

SOLE AGENTS:

THE AUTO PALACE CO.

362 Avenue Joffre. Tel. West 465.

Fresh stocks arrive monthly from France

Smith Motor Wheel

DETACHABLE

Attachable to Any Bicycle

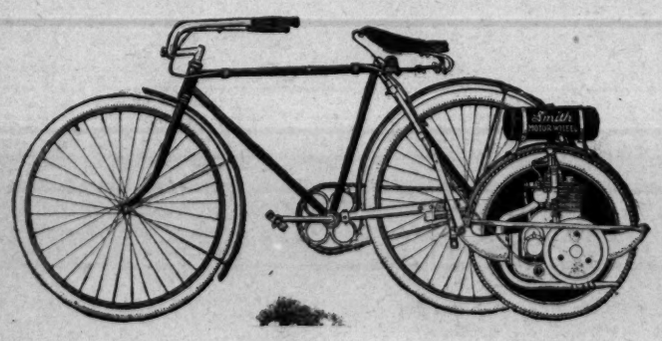
THE Smith Motor Wheel has a specially designed motor of the one-cylinder, four-cycle, air-cooled type. The cylinder is 2⅜-inch bore and has a 2¼-inch stroke, and develops 1½ horse-power. It will run one hundred miles on one gallon of gasoline and propel a bicycle from 4 to 25 miles an hour.

Magneto Ignition. The very latest type of high tension magneto is used for ignition. It is gear driven and ball bearing; and is of such modern and improved design that absolute freedom from any ignition trouble is assured. It is of the very highest quality in material and workmanship.

Carburetor. Special automatic float feed type with throttle control. The most thoroughly reliable carburetor made. It is simple in design and prolonged tests have proved it to be economical and efficient.

It is easily adjusted for proper mixture and produces a remarkable economy of gasoline.

Spark Plug. Champion Spark Plugs are used on all Smith Motor Wheels.



Comes complete, ready to attach to any bicycle.

Lubrication is by pump and splash, the most efficient system of lubrication. The lubricating oil is contained in the base of the crank case, which will hold sufficicnt for one hundred miles. The oil is maintained at a proper level in a compartment just under the crank shaft by the pump, any excess overflowing back into the main reservoir. The connecting rod dips into the oil at each revolution of the crank shaft and splashes the lubricant to all working parts of Motor. By means of this system the oil is automatically kept at the proper level and automatically lubricates all the moving parts. A sight gauge is conveniently located on the crank case to indicate the level of the oil supply.

Tire. Extra-heavy type clincher tire, pneumatic, double tube, of most sturdy fabric, with "V" shaped non-skid tread, the choice of many, tested for months under severest conditions and pronounced fully adapted in every way for Motor Wheel use. Size 20 x 2 inches. Height of wheel from ground to top of gasoline tank, 26 inches.

Attachment. A universal attachment frame is provided for mounting the Motor Wheel. This will fit any standard bicycle frame—man's or woman's bicycle—by drawing up on three clamps, which can be done by anyone in a few minutes' time. The Motor Wheel can be detached with ease in a few moments.

The Motor Wheel is joined to the attaching frame by a pivot joint, which permits the Motor Wheel to raise or lower in going over bumps and into ruts without disturbing the rider, or straining or loading the bicycle in the least.

Starting, Stopping and Controlling are operated by a thumb-lever, which is clamped to the bicycle's handle bar, and which is connected with the throttle of the engine by a sturdy cable, passed along down the bicycle frame.

GASTON, WILLIAMS & WIGMORE FAR EASTERN DIVISION, INC.

4, THE BUND AGENTS SHANGHAI

Fords In The Andes

Unusual, and somewhat hazardous, was the trip recently taken by George R. Howie and two companions, through wildest South America, from Villa Mercedes, Argentina, to Valparaiso, Chile. A second-hand Ford car supplied the transportation.

The distance was said to be 500 miles by road, but on much of the journey the road was missing. Many times it was an even-money bet with the front axle dusting off the

When there was no road, they made the best of conditions and managed to pull through in some way. Sometimes the time was spent filling in ditches with the trusty spade; again, the car bumped along with the front axle dusting off the tops of the deep ruts. Thorny bushes were numerous and before they had driven far each member of the party qualified as an expert in the art of tire-repairing.

Plans to spend the first night at a certain village were abruptly altered by the general appearance of the only hotel, and as soon as directions to the next town could be secured, the Ford was on its way. Instructions included the reaching of a certain station at the end of the day, but as hours passed and no station appeared, the impression grew that said station had gone on ahead. Finally, hunger prevailed and camp was made for the night. Next morning, shortly after daybreak, a local resident happened by, and showed them the station, five minutes walk from the camp. The informant also volunteered directions for the best route to the River Disaguadero, an important stream which lay in their path, directions confirmed by the porter at the station. After crossing the railroad —according to directions—the Ford party experienced the sensation, somewhat commonplace by now, of trying to pick the right road from a maze of tracks which seemed to lead everywhere. One showing a faint cart track was finally selected, and proved to be worse than any yet encountered. Whether it was worse or better than those discarded, the party could not say accurately.

After some miles of painfully slow travel, punctuated by mishaps of one sort or another, the river was reached. The only bridge in sight seemed to be just ready to collapse, so it was decided not to try it. Instead, the members elected to make camp until daylight, when several hours driving through deep sand brought them to La Paz, in the province of Mendoza.

Leaving La Paz, better roads were found. Mendoza, the next destination, proved to be another elusive town. Several times the travelers thought they had arrived, only to find themselves mistaken. It was late at night when they put the car in a garage and crawled into beds in the best hotel. Next day the car was put in shape for the climb over the Andes mountains.

A dry river bed was the only possible road, and the proper course was mainly a matter of guesswork. What with getting on wrong roads and losing time in the heavy sand, night overtook the party when only thirty miles from Mendoza.

A halt was made at a ranch in a rather barren section of Argentina, and a more rascally-looking individual than the host would be hard to find. He hospitably invited the adventurers to take tea, and urged them to spend the night with him, but having in mind his appearance, it was decided to proceed while they still enjoyed good health. They learned later that the host was not the desperado he looked and his hospitality was thoroughly sincere.

This night drive proved to be one of the scenic features of the trip. The moon shone brightly, lighting up the snow-capped peaks as far as the eye could see. A little time was spent taking in the full beauty of the scene, and then the road began to descend and became somewhat better. A well-made road was reached, but not knowing which way to turn, the party made camp and slept until daylight.

Inquiries at a house next morning developed the information that the road beyond was hardly fit for mule travel, let alone motor cars, but Mr. Howie and his friends refused to turn back. It was decided to proceed along the railroad grade, and so avoid the road, or rather the lack of one. This made fair going until the grade began to rise more rapidly, when the "rack and pinion" was encountered, a device used on the Andean railway to assist the engines in getting up the inclines. The rack came just right to strike the differential housing, but the problem was solved by driving with one pair of wheels outside the track.

At Las Cuevas, near the summit, they learned that the old mule-track over the mountains was impassable, owing to recent rock-slides, so it was decided to go through the railroad tunnel, first learning that no trains were due, and warning the stationmaster on the Chilean side that they were coming.

The tunnel is nearly 4,000 yards long. On the Argentine side, it follows a curve for some 800 yards, and the remainder is perfectly straight. The tourists got a thrill at one time, when they perceived what appeared to be the headlight of an engine bearing down on them. Closer approach showed it to be the daylight at the western entrance to the tunnel, and all hands felt relieved.

A customs official volunteered to act as guide, and the descent was begun. The scenery here was beautiful and the roads generally good. It was possible to coast most of the time, though the motor was needed now and then, and the party soon reached the River Acancagua. How to cross without a bridge was a serious problem.

One of the party managed to wade across, with some difficulty, so it was decided to try driving the car through. A rapid spurt took it to a small island, but it was found that where a man could walk, the car sank in to the axles. It looked as if the car might have to stay on the island, but a man with eight oxen hitched to a big cart came along and towed them safely to the opposite bank.

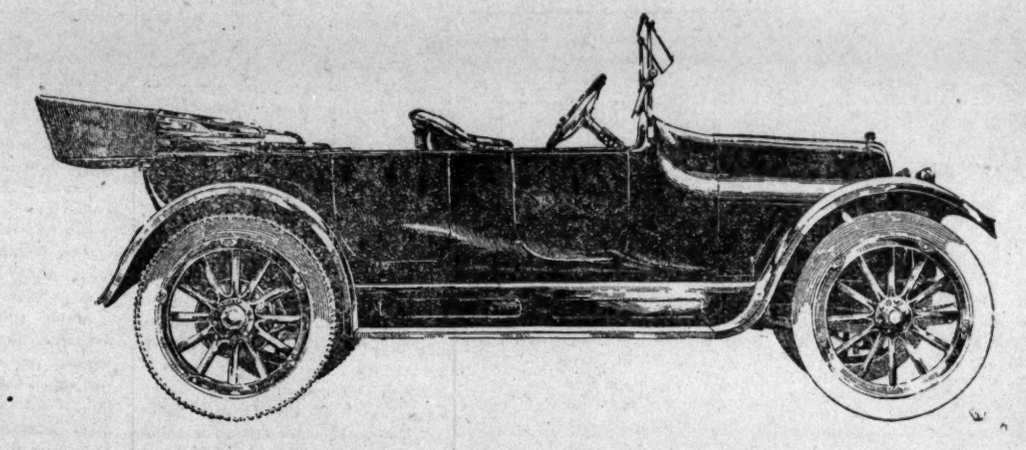
At 10.30 p.m. the car breasted a rise of ground and the weary Fordists saw the twinkle of thousands of lights below them, stretching away into the darkness. It was Valparaiso, and a short time sufficed to put them into the town, where the car was placed in a garage and the tourists hastened to secure food and beds.

Five days were spent in Valparaiso, and then the return trip was begun. Four days running took them back to Mendoza, where the rear tires were changed. They had withstood the whole journey thus far. Villa Mercedes was now but one day's run and this lap was completed without mishap. The sturdy little motor was running as smoothly as when the party left Mercedes twenty days before, and there was nothing but praise for the excellent performance of the Ford, which had crossed the Andes twice and proved equal to almost every difficult situation.

AUGMENTS DICTIONARY

Recently I saw a list of over eighty words which automobiles, their use and manufacture, had added to the English language in less than twenty years. Since usage is the law of language, these eighty words show how far-reaching the effects of the automobile have been when its prevalency has been great enough to add to a language as profuse as the English four score and more of words appertaining solely to the motor car. I cannot recall any other one thing which has done so much along the same lines.—The Commentator, in *American Motorist*.

Overland
TRADE MARK REG.
Motor Cars



INTEGRITY OF VALUE

In the Overland Motor Cars, luxuriance and the practical are in proper balance to produce lasting satisfaction.

They exemplify the remarkable values made posible by the tremendous production.

Size does not of itself constitute greatness.

An industry is as great as its service to the public.

But size does usually constitute *opportunity for service.*

In the case of Overland, size was originally an indication of foresight and courage.

It constituted an opportunity to establish new values in motor cars—*this was a service.*

Growth came as a reward of this service and with growth came opportunity for further service - further revision of value.

Today's immensity means experience, facilities and resources plus the public confidence which gives these things stability for yet greater service.

The Overland ideal of service is *integrity of value* in the product throughout the whole life of that product's *service.*

The Overland Motor Cars exemplify this ideal and constitute the most comprehensive line of cars ever built by any one producer.

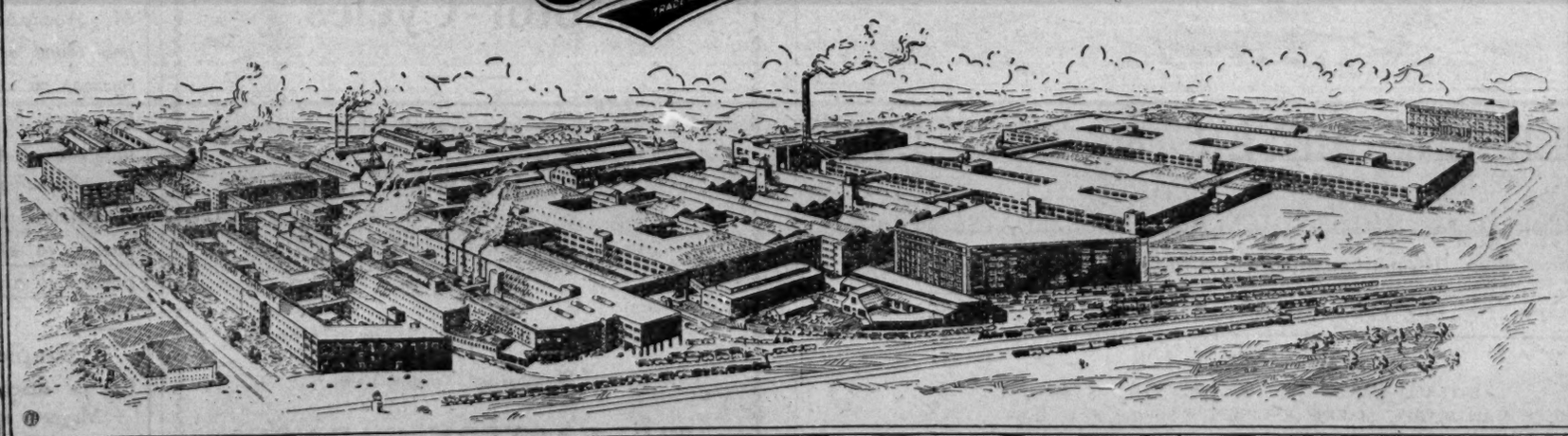
THE OVERLAND EXCELS IN LOOKS—IN POWER—IN ECONOMY

We shall be pleased to demonstrate it to you

The Central Garage Co., Ltd.

2a Jinkee Road, Shanghai. Telephone No. 2661

Overland
TRADE MARK REG.



Largest Single Automobile Factory in the World

第三種郵便物認可

AERIAL NAVIGATION WITH A DIFFERENCE

Motor-Boating in a Crater 2,000 Feet Down; Water 2,000 Feet Deep

Like the ghost of Hamlet's father, motor boats are here and everywhere; like Mary's little lamb, they tag man in all his goings; like Wyclif's dust, they have spread abroad wide as the waters be. The last word in their dissemination has been their elevation to lofty surfaces, high above the world, right under the roof of the sky, like Crater Lake in Oregon.

When the discoverer of Crater Lake sent his first dizzy gaze 2,000 feet down the almost perpendicular walls to the calm blue waters at the bottom, he expressed the belief that those waters would always remain inviolate from human touch—they would never slake thirst, or wash the dirt from hand or face, or be navigated. No man, in his judgment, could ever descend those sheer deep walls.

This descent that the old explorer thought utterly impossible has been made by a motor boat, following adventurous man down one of the highest and steepest banks in the world.

The first motor boat came eight years ago, and there are now two of them on the lake. The second was made on Wizard Island in the lake, but the first to send out its staccato beats in that silent basin and to take the burden of propulsion from calloused hands, was brought from Klamath Falls, a distance of 30 miles, and launched over the rim. This was probably the most difficult launching of a motor boat that has ever been made. The boat is 23 feet long, and four men—Will G. Steel, superintendent of Crater Lake National Park, with three assistants—lowered the boat 1,500 feet into the water.

A sled, guy ropes and pike poles were the tools. At the point where the boat was let down a glacial gulch zigzags down the canyon, sparsely and irregularly lined on either hand with stunted trees. Those trees did not always grow at the proper place for the work in hand, but they were the anchoring points from which the boat was eased down on its perilous descent. The sled was made of heavy timbers. On it the boat was securely lashed. Two long ropes were attached on each side.

Each man took the end of a rope and coiled it around a tree. Slowly they let out line—they couldn't risk any momentum. In some instances it was hundreds of feet almost straight down to any other trees, and great lengths of rope had to be let out, the sledded burden pulling suicidally at the end. As soon as the boat was flanked by two other available trees, two men descended to secure new holds, while the two others held it from their old positions. It was often an alpine and hazardous business for the men to get to and from their trees, this in itself requiring hours, and frequently the boat got hung up and had to be prodded free with pike poles. Thus the tortoise-like progress continued till with a splash it hit the water all safe and hunky dory.

As Crater Lake is five miles in diameter, exploring it with a rowboat is tedious work. The coming of the two motor boats has been an invaluable boon. They have made the surf board popular on the lake. Women as well as men enter into this exciting sport, forgetful of the fact that it would be some drowning if they happened to drown, for the lake attains a depth of 2,000 feet.

For nine months in the year the boats are frozen up. From the first of July to the first of September they scud over those cerulean waters, tourist-loaded. A monopoly costs $2.50 the hour per boat. For less than a nickel a minute you can have a motor boat and the most wonderful lake in the world all to yourself—the supreme world in enjoyable solitude.

Crater Lake is about as different from Lake Galilee as two lakes can be, for the former is ten times as high above the level of the Pacific as the latter is below the level of the Mediterranean. The surface of Lake Galilee is 600 feet below sea level; that of Crater Lake 6,177 feet above sea level. In the two boats floating on the latter's surface you experience some lofty navigation.

Have a Shipshape Boat

To assure a clean and quiet running boat, says a prizewinner in Motor Boating, I have adopted the following measures pertaining to both the power plant and the equipment:

First, to prevent the motors throwing oil and grease from the main bearings I have fitted guards of sheet brass, which fasten to the floor on each side of the motor with brass thumb screws and run up over the offending bearing, catching all grease and oil thrown. The thumb screws are used to facilitate the ready removal of the guards for adjusting the main bearings, cleaning the motor, etc. Similar guards were also placed over the friction wheel of the low tension magneto which, owing to its high speed, is an excellent oil thrower.

As the motor is oiled through the gasoline, any drip at the carbureter leaves a film of oil on the floor after the fuel has evaporated. A small drip pan of enameled ware placed under the carbureter solved this. I also discovered that trying to fill a grease cup in a cramped space was a messy job, and resulted in getting almost as much grease on the adjacent parts as was forced into the cup. This was remedied by extending the grease pipes and bringing the cups to a more accessible location. Oil cans, especially the commercial one-gallon kind, were found to spread oil over the floor, so a small sheet metal tank of two gallons' capacity was installed in one of the seats with a small spigot extending through it from which all oil is drawn as needed. Small oil cans are provided with a spring snap holder to prevent upsetting when in rough water.

A clean boat means a shipshape boat, so all tools were assigned a place on a rack and returned there when off duty—quite a contrast to having them sliding around on the floor and in the bilge while the boat is rolling in a seaway. It was also learned that a linoleum-covered floor is more easily wiped up and kept clean than painted floors, and that plain cork linoleum is better in this respect than the more expensive inlaid kind, owing to the porous surface of the latter.

To assure a quiet running boat I have installed a good muffler, one which uses the circulating water to cool the gases, for steam is a great muffler. Close watch for lost motion due to wear is kept on all bearings, gears, valve tappets and the plunger pump, for this is a common cause of an unquiet motor. If any is found, it is usually remedied by taking up on the bearings, by removing shims or by filing the caps. The space between the valve stems and valve tappets (on four-cycle motors) is sometimes too great, causing noisy valves. This should be adjusted to about the thickness of a business card and watched for signs of wear.

Last but not least, I have boxed in my motor with an easily removable hood, and a door in front for cranking, which goes far toward making a quiet power plant.

W. Elmer Motz, Philadelphia, Pa.

AMERICAN CARS IN AFRICA

Stimulate Road Building in the Gold Coast Country

"The Governor of the Gold Coast Colony in his annual message in October called attention to the rapidly extending network of roads being built in the colony and the part played by light motor vehicles imported from the United States in bringing about this result," says the United States Consul at Dakar, Senegal, French West Africa. The message in part follows:

"One of the most striking and encouraging developments today observed by any one who travels extensively through the Gold Coast Colony and Ashanti is the rapidly extending network of roads suitable for light motor traffic. This is mainly due to the initiative of the chiefs and people immediately concerned, who in this matter have received much encouragement, guidance, and assistance from the District Commissioners; but the general desire of the native population to possess roads of this description in their divisions is new, and has only begun to manifest itself widely since the advent of the low-priced and light motor vehicles which during the last three years have been imported in such numbers from America."

'DELIVERED ON WHEELS'

Automobile manufacturers of the United States do not purpose allowing a serious matter, such as railway traffic congestion, to interfere with their business, if they can help it. When the big freight tie-up first began to look formidable, automobile makers faced a prospective loss running into many millions of dollars, because, apparently, they could not secure deliveries. Not until then did it occur to them that, if an automobile was worth anything at all, it should be able to deliver itself. And now what is known to the trade as the "drive-away" has been inaugurated. The cars leave the factory and arrive at their destination under their own power. A drove of sixty-two cars was recently sent from Cleveland to Chicago in this way. It is expected that the "drive-away" will become a fashionable thing during the coming summer.

AUTOS EVADE U-BOATS

Increase of Exports in Spite of Unrestricted Submarine Warfare

Auto exports for the week ending March 3 amounted to $2,081,638, as against $465,750 for the week ending February 24 and $769,266 for the week ending February 17. The gain in exports in the face of unrestricted submarine warfare by the German Government is taken as evidence that the new policy of Germany will not have much effect on the automobile export trade of the United States.

Passenger cars represented the largest item in the exports for the week ending March 3, amounting to $919,659. Foreign shipments of commercial vehicles amounted to $801,924; parts, to $360,055.

Look First to the Engine

The item of cleanliness on a motor boat of any type is one that is of considerable importance, for no one can enjoy himself on a boat that is covered with oil and grease, says a prizewinner in Motor Boating. Quietness of operating machinery is dependent to a great extent upon the quality of the motor and accessories, but much can be accomplished along this line with an old-fashioned plant.

Taking up the matter of noise first, it can be said that 90 per cent of the noise comes from the motor, and the balance from the vibration of other parts of the boat. The greatest of the motor noises can be traced to the exhaust. If a good muffler, a size larger than is usually provided, is installed with as straight a run of piping as possible, the exhaust noise can be reduced to a minimum. The multicylinder, four-cycle machines have less exhaust noise than two-cycle engines. If all of the cooling water can be turned into the exhaust pipe the sharp bark is much reduced.

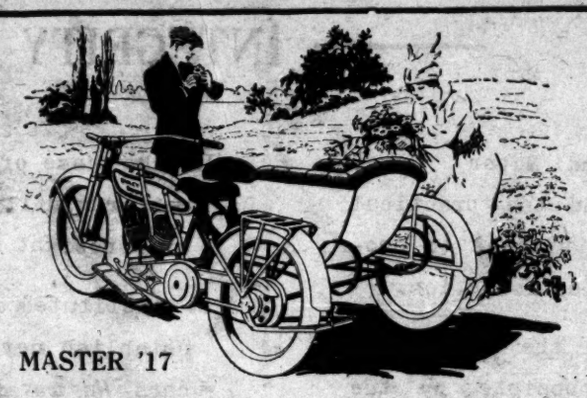
Besides the noise of the explosion we have the whirr and snap of the moving parts of the machine, and the sharp sucking noise of the air intake to the carbureter. In the more modern plants with the valves, etc., entirely inclosed, the clatter of the valves is much reduced, but a proper regulation of the adjusting nut on the top of the push rods will help greatly. The adjustment should be such that when the valve is seated and the cam at its lowest point there should only be a clearance between the bottom of the valve stem and the top of the push rod equal to the thickness of a thin calling card. All extra play in igniter parts and pump valves should also be taken up to a point just under the actual contact position. Many heavy-duty motors have automatic intake valves which cause a great deal of noise. The only way to keep this noise from the rest of the boat is to make the engine compartment as soundproof as possible with double bulkheads lined with a thick layer of felt.

There is often an annoying rumble from the shaft. This noise can be cut down a great deal by fitting intermediate bearings so that no unsupported part of the propeller shaft is longer than seven feet. These intermediate bearings, as well as the stern bearing and stuffing box, should all be fitted with grease cups. The rattling of doors and windows can be obviated by having all doors hung on spring hinges and fastened with spring fasteners against rubber stops. Windows can be quieted with small wooden wedges, which should be fastened to the window ledge with a piece of cord or a chain to prevent loss. Also keep whatever engine there is set up tight.

Dirt, like noise, can usually be traced to the engine. Unless the latter is of the all-enclosed type, there should be some means of preventing oil from being thrown about the cabin or cockpit. If it is practicable, cover the entire motor with a box, or at least with oil guards at the sides. Either a copper or galvanized pan should always be under the flywheel so that no bilge water can be picked up and thrown. If the motor is installed either forward or aft of the cabin there should be a water and oil-tight bulkhead between it and the cabin to prevent any drippings from the motor mixing with the bilge water, and floating under the cabin, where it will be thrown up in the lockers when the boat rolls. This will necessitate leading a separate pipe from the far side of the water-tight bulkhead to the bilge pump, providing the latter is permanently mounted, as it always should be. Never keep tools in the same locker with the oil cans. The best practice is to separate a metal-lined locker for the cans. Always wipe all tools clean after use, and have several pieces of canvas to lay on the floor about the engine when taking the machine apart.

NEW 5-TON MOTOR TRUCK

The Federal Motor Truck Company announces a new five ton model, which is a larger edition of the three and a half ton Federal.



MASTER '17

Harley Davidson

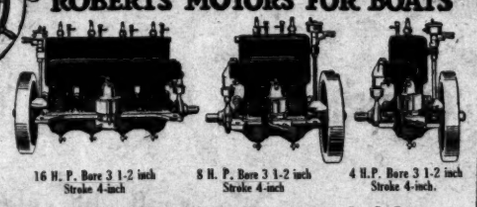
THE KING OF MOTOR CYCLES

SQUIRES BINGHAM CO.

Shanghai and Manila

Send for Our Catalogue

ROBERTS MOTORS FOR BOATS



16 H. P. Bore 3 1-2 inch Stroke 4-inch — 8 H. P. Bore 3 1-2 inch Stroke 4-inch — 4 H.P. Bore 3 1-2 inch Stroke 4-inch.

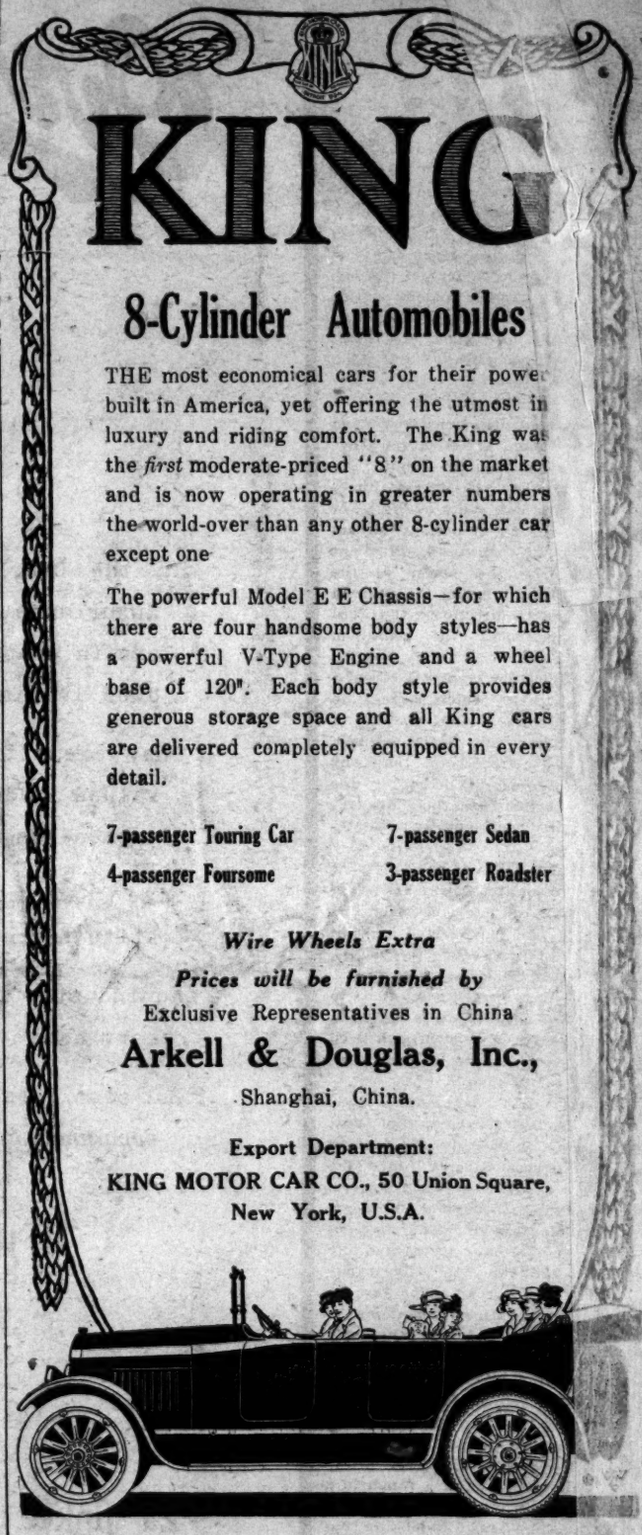
Staunch, Sturdy, Dependable

2-Cycle—Working steadily all over the world for all purposes. *Roberts Marine Standard Type 4-16 h.p. Slow speed, heavy duty type, 8 h.p.* Roberts Famous Aeroplane and Racing Motors. We are open for dealers for this territory; will be glad to furnish specifications and terms.

ROBERTS MOTORS

1600 Roberts Bldg. *Export Department* Sandusky, Ohio, U.S.A.

Cable Address: "ROMOCO"



KING

8-Cylinder Automobiles

THE most economical cars for their power built in America, yet offering the utmost in luxury and riding comfort. The King was the *first* moderate-priced "8" on the market and is now operating in greater numbers the world-over than any other 8-cylinder car except one

The powerful Model E E Chassis—for which there are four handsome body styles—has a powerful V-Type Engine and a wheel base of 120". Each body style provides generous storage space and all King cars are delivered completely equipped in every detail.

7-passenger Touring Car — 7-passenger Sedan

4-passenger Foursome — 3-passenger Roadster

Wire Wheels Extra

Prices will be furnished by

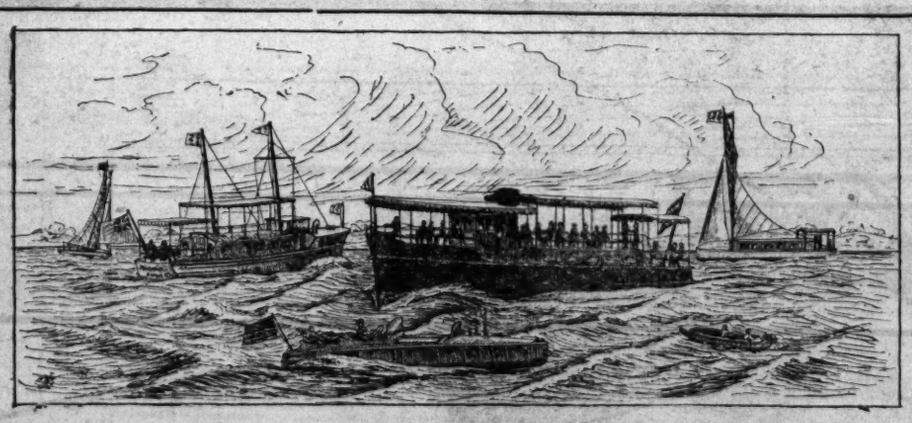
Exclusive Representatives in China

Arkell & Douglas, Inc.,

Shanghai, China.

Export Department:

KING MOTOR CAR CO., 50 Union Square, New York, U.S.A.



ANDERSEN, MEYER & CO., LTD.

DESIGNERS AND BUILDERS OF

MOTORBOATS, MOTOR LAUNCHES, HOUSEBOATS, ETC.

For Pleasure and Commercial Purposes

REPAIRS ON VESSELS AND MOTORS AT REASONABLE PRICES

SOLE AGENTS FOR

BUFFALO MARINE ENGINES: 4 cycle type, 5 to 150 h.p.

VAN BLERCK MARINE ENGINES: 4 cycle type, 40 to 215 h.p.

FERRO MARINE ENGINES: 2 cycle type, 3 to 25 h.p.

Note.—All these engines operate on kerosene

FAIRBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 100 h.p., no hot bulb, no water drip.

Office: 4 and 5 Yuen-Ming-Yuen Road. Telephone No. 778 Private Exchange

INDIAN

Motor-Cycles

A shipment of

"FEATHERWEIGHTS"

is expected to arrive soon

SOLE AGENTS AND DISTRIBUTORS

for Shanghai and Yangtsze Valley,

THE EASTERN GARAGE.

Telephone 1159. 4 Soochow Road.

NEW MODEL

ARCHIMEDES

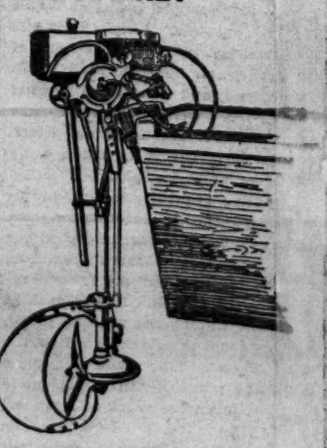
Portable Boat Motor

2 and 5 H.P.

THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

For Business, Sport and Recreation

May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. It is easier to start, more powerful, and more reliable.



Simple, Strong, Durable, Reliable

Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.

Wm. Katz & Co.,

1a, Jinkee Road

SOLE AGENTS IN CHINA

Demonstrations Given